

# MANUFACTURERS' RECORD

A  
WEEKLY SOUTHERN INDUSTRIAL  
RAILROAD AND FINANCIAL NEWSPAPER.

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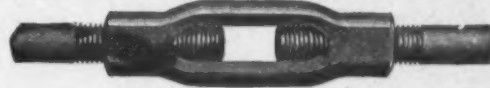
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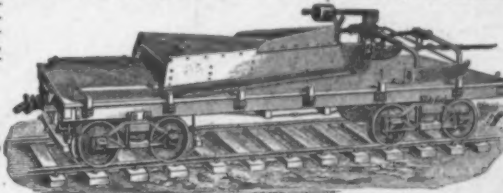


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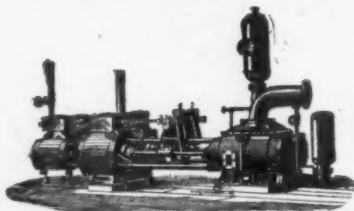
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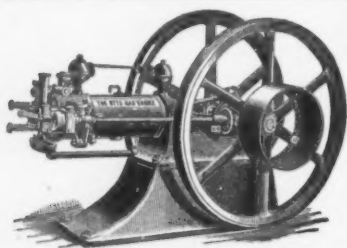
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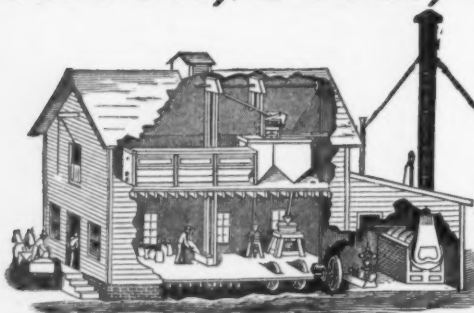


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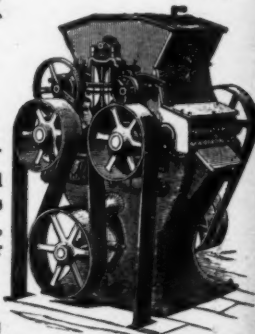
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# MANUFACTURERS' RECORD

A Southern Industrial, Railroad and Financial Newspaper.

VOL. XX. No. 2. }  
WEEKLY. }

BALTIMORE, AUGUST 15, 1891.

{ \$4.00 A YEAR.  
{ SINGLE COPIES, 10 CENTS.

## Manufacturers' Record

PUBLISHED EVERY SATURDAY BY THE  
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RICHARD H. EDMONDS, EDITOR.  
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BALTIMORE, AUGUST 15, 1891.

A NEW London institution called the United Nations' Club will be a boon to Americans who have frequent occasion to visit the British metropolis. The motive of the founders is officially stated to be to provide ample and appropriate club accommodations for the great and constantly-increasing number of visitors from all parts of the globe, who are drawn to London for the various purposes of business, pleasure, or travel. This club is social and thoroughly non-political. On its general committee, at the head of which is the Earl of Desart, are many gentlemen of the highest standing in British political, social and financial circles. A spacious block of buildings called the Picadilly Mansion at the corner of Picadilly Circus has been leased for a term of years, and will be open for the reception of members some day this month. The annual subscription for town members is £6 6s., and for colonial and foreign members £2 2s. Any American gentleman properly introduced can become a member. For candidates' forms and all particulars application should be made to T. H. Halford Redsull, Esq., temporary secretary, whose office is at the club-house.

MESSRS. LEE & Co., wholesale grocers, Lynchburg, Va., write: "Enclosed we hand you our check for \$4 to pay for one year's subscription to your paper. We consider this the best investment we make during the year."

### Destructive Legislation.

Texas has nearly every element to become not only the empire State of the South, but one of the empire States of the world. She possesses an immense area of land suitable for all agricultural purposes, and valuable minerals and timbers abound. With deep water now being hastened at the mouth of the Brazos and at Galveston, she has, in addition to all natural resources, the advantages of attracting capital without limit. It would be hard to say where on the earth's surface there can be found a State with such wonderful endowments. Hitherto she has drawn to her borders a large population whose main reliance has been in agriculture and cattle-raising. Within the last few years, however, much attention has been given to manufacturing, and many plans have been formulated looking to the utilization of the State's wealth of raw material.

There was promise of such industrial growth as would make Texas pre-eminent in manufacturing as it is in agriculture and in manufacturing resources, when political demagogues, blind leaders of the blind, succeeded in enacting certain destructive laws that threaten to strike prosperity on the brain-pan and paralyze what promised to be phenomenal expansion.

A few months ago an English syndicate arranged for the purchase of iron ore property in the Llano district, the transaction involving an outlay of \$5,000,000, the larger part of which was to be employed in the construction of furnaces, foundries, etc. The introduction of so much cash, for such a purpose, would have made all the land round about many times more valuable, and the farmers would have had a home market for all they could raise. Many other kinds of manufacture would have sprung up necessarily. But just as this negotiation was coming to a termination, it was learned that the last Texas legislature had passed an alien land law, proscribing European capital, and at once the trade was abandoned. Common sense, awak-

ened by such an example of folly, should dictate either a repeal of such a law, or its conservative modification.

Not content with this suicidal war on foreign capital, Texas, under the guidance of ex Senator Reagan, who resigned his seat at Washington to become railway commissioner of his State, is preparing to make the situation of railroads in that Commonwealth intolerable. Mr. Reagan is an honest man, but he is infatuated with antiquated and ultra ideas. What would the State of Texas be without railway development? What would she be in case railway development be suspended or crippled? Had it not been for the railways, Texas, in the larger degree, would resemble a vast wilderness, and her public men would have no cause, as they do now, to boast of her mighty achievements and mightier possibilities. No State is more indebted than Texas to such development.

The masses of men unfortunately get their ideas from some popular leader, and periodically they are led into an abyss. Mr. Reagan has not wisely counselled his people in the past, and he is not wisely guiding them now. He has a traditional hatred of corporations, and he leads the people to believe that railways are not only oppressors, but gigantic machines for accumulating the gains of the farmer and merchant. It is true that a few men have in this field acquired prodigious fortunes, but they have performed prodigious feats for the general welfare. They are able to float great enterprises for the public weal, and where they have made a dollar for themselves they have made untold millions for the communities developed by their enterprise.

There is no part of this Union that needs the outside capital of the world more than Texas, and her present antagonism to it is so monstrous that we are reminded of the scene in Dante's Inferno where spirits of men were seen whose heads were turned in the wrong direction, and they consequently looked backward and

thought perversely. There are men on this mundane sphere of existence who are preparing for a like destiny, and Texas has an undue share of them.

THE truth of the trite saying "brains will tell" has recently had another confirmation at Buena Vista, Va. Near that flourishing city was a small body of land on North river, locally known as Staten Island. It was generally thought to be without value, as it was practically a sand strip, subject to overflow at every rise of the river. Not so thought Mr. William Wormbledorf, a citizen of the county, who paid the Chesapeake & Ohio Railroad Co. \$700 for that alleged worthless tract of ground, to the great amusement of the uninformed local gossips. The purchaser was not the fool they thought him. On that land is a deposit of sharp sand which is replenished whenever the river rises, consequently the supply is inexhaustible. Mr. Wormbledorf made a contract to supply the local blast-furnace company daily with two car-loads of this sand, of which they make molds into which their molten iron is poured and converted into pigs. The net profit per car is about \$9, which, at two cars daily for twelve months, counting 300 working days to the year, would be a clear gain of \$5,400 annually from a self-renewing plant that cost but \$700. In the words of the Buena Vista Journal, "if anyone can show a better return on an investment of \$700 it is in order to announce the fact."

THE entire production of copper in the United States during the census year of 1889, as given by Mr. Charles Kirchoff, special agent, was 226,055,962 pounds. To this great quantity the South contributed but 18,144 pounds. Had all the refractory ores in sight carrying copper and gold been reduced this small production would have been many times multiplied.

"MONEY WANTED" advertised free of charge by the MANUFACTURERS' RECORD.



### Breathing Places for the People.

The original founders of Savannah and Augusta, chief cities of Georgia, were wise men. In laying out their broad thoroughfares they left in their center the stately forest trees, and constructed roadways on either side. Those old parks, protected and beautified by succeeding generations, are the pride of the people and the admiration of every stranger.

Camden, one of the oldest cities of South Carolina, has many small wooded parks within her boundaries that add greatly to the beauty of that healthful place and to the enjoyment and comfort of its citizens. There are other old towns in the South where the forethought of the founders provided similar breathing places and pleasure grounds for those who should come after them. Among the towns of later origin this provision has too often been neglected, and in many of them the citizens of this era, appreciating the value of such public resorts, have endeavored to repair the shortsightedness of their predecessors by expending large sums in the purchase of lands in their suburbs and in transforming them into parks.

At Linville, in one of the most picturesque regions of Western North Carolina, a company has been diligently at work many months in laying out a town in the midst of a region of great natural beauty, and the best skill of the modern landscape gardener has been employed to obtain striking artistic results without impairing in the least the natural loveliness. This is, so far as we know, the only enterprise of its kind in the South.

There are scores, yes hundreds, of growing boroughs and towns in the South that can now secure at a low cost land within or immediately adjacent to their corporate limits which could be converted into a public park, but which a few years hence will have increased in value to an extent that will compel a much greater expenditure.

As the tendency of modern city life is to build residences in the vicinity of parks, every such outlay by a community increases the amount of taxable property, and in that sense is a capital public investment. But the physical and moral benefits of a park to a city are so great and enduring as to make the question of pecuniary profit of small importance. Wherever there are many people employed in commerce, trade and manufactures, there the need of public parks increases steadily with the growth of the population. The wealthy in every community are few, the poor and those of moderate incomes the many. The first can leave their homes at their pleasure and seek rest and recreation wherever fancy may determine. The masses have few days of leisure, which, as a rule, must be enjoyed near home. For all these the park

is a resort, and if well located and carefully cared for its attractions increase every year, and with them the number of its frequenters. To the clerk confined long hours at the counter or the desk, to the artisan weary of work, to the wage earners in mills and factories, these open breathing places are of inestimable value. This is well understood in busy New England, where many cities that have always had one or more small parks are increasing their number and extending their areas.

The old manufacturing town of Springfield, Mass., founded 256 years ago, has within a few years added Forest Park, comprising 340 acres, to its many attractions. This spot has a great variety of hill and dale, one long, narrow, deep ravine and many lesser ones, a hundred springs, a purling brook and several miniature lakes. In the adornment of this park the highest art has been exercised to preserve its natural appearance. Writing to the New York Tribune of the impressions produced by a recent visit, Hon. B. G. Northrop, the founder of what is known as the "Village Improvement Society," states that last year more than 150,000 persons visited it, and adds: "It is not strange that all classes in this city, and this summer more than ever, so delight to escape from the din and dust of the crowded streets into these quiet retreats, where they get a sense of enlarged freedom and repose restorative to wearied minds and bodies. The strain of our intense American life calls for such places of mental refreshment and exhilaration. They also increase that local pride and content and appreciation of the city which promote loyalty and good order."

Within a short period a number of Southern cities have determined to create parks. Several Chautauqua organizations have been formed, and others may be before long. It would be wise for the commissioners of all such enterprises to visit Springfield and study the methods employed there, by which the most beautiful results have been obtained at a minimum cost to the taxpayers.

GOVERNOR BUCHANAN, of Tennessee, has called an extra session of the legislature to convene August 31. Among the twelve subjects included in the call is that of making an appropriation to enable the State to make an exhibit at the Chicago Exposition.

WEST VIRGINIA is to have a State weather service, with headquarters at Parkersburg. A system of weekly weather-crop bulletins will be maintained during the growing season. This State bureau will co-operate with the national weather bureau of the Agricultural Department. Stations of observation will be established in every county in the State, and the observers will report directly to Parkersburg station. The reports will be published and disseminated monthly. Mr. W. W. Dent, of the United States Weather Bureau, will have the supervision of this work.

## FOREIGN IMMIGRATION

### Is It Desirable for the South?

**Reasons Against Such a Proposition—How the Negro Will Be Eliminated Ultimately—An Electrical Suggestion—The Laws of Natural Gravitation—The Prizes of the Future Belong to the South.**

*Editor Manufacturers' Record:*

Just at this time there is an earnest effort being made by a few very energetic and usually practical men at the South to formulate public opinion on the subject of foreign immigration. A scheme of this character has been suggested by Col. D. B. Dyer, who represents the opulent Jarvis-Conklin Co. at Augusta, Ga. Col. Dyer was one of the leading spirits in the development of Kansas City, and he organized the chaotic masses of Oklahoma into civilized proportions. He is a man of extraordinary talent for material progress, and he has done more to energize and improve Augusta than any other individual who recently settled in that city. More than 20 miles of electric railway have been constructed under his management, and by this mode of rapid transit, projected into previously acquired suburban localities, real property in the vicinity has advanced to figures that almost stagger belief. Manifestly, the profit of such investment, after permanent inducement has been established, must come by population drawn either from the home stock or strangers. There will be a fair percentage of Augusta people to seek this outlet, but the bulk of settlement must be drawn from other places. The best element would be found in the East or West, perhaps preferably the latter, because the thickening masses of Europeans invading that section are gradually displacing, or threatening with displacement, the old-time residents. If any man can induce such a migration Southward, Col. Dyer ought to be supremely that individual. How far he can magnetize his friends at the Northwest remains to be seen, and very likely will be demonstrated at the forthcoming Augusta Exposition. But Col. Dyer is not content with anticipating this prospective influx. He urges upon the people of Georgia to emulate the West in its methods, and he hopes to impress his views upon that remarkable young man, Patrick Calhoun, who has been one of the suggestive and animating powers of the West Point Terminal and Richmond & Danville Companies. If foreign immigration be indeed desirable for the South, Col. Dyer has hit upon the right plan, and, with the co-operation of the Terminal magnates, the experiment will be at least strenuously entered upon. The port of Savannah and the Central Railroad terminating there would become chief factors for the entrance and dissemination of the European horde now gravitating by the hundreds of thousands to this country. In this immediate connection I may state that, as migrating nationalities move on their isothermal lines, the chances are, in event of the proposed Dyer-Calhoun scheme coming to a head, the South would attract more Italians than any other class of foreigners, and it remains to be decided whether these immigrants are such as the State of Georgia, for example, cares to accept. Some years ago this question was agitated under far less favorable conditions, and the legislature of Georgia passed a bill creating a commissioner of immigration, with a salary of \$5,000 per annum and possibly expenses. A German-Jewish lawyer was chosen, and he promptly departed for his post abroad. My recollection is that the only immigrant he brought over, or caused to be shipped, was a lady whom he had married across

the sea. Up to this period there has been no serious talk or action in Georgia looking to foreign immigration. The commercial conditions have changed since that fiasco, but several obstructions exist as potent as ever. In the first place, the negro remains as the favorite, if not the cheapest and best; present laboring class, and, in my opinion, the dominant sentiment of the South is hostile to an irruption of Italians and other foreigners, who constitute the bulk of European flight to these shores. Further on, I will give some reasons, which may or may not be sound, why the South is eminently right in maintaining her presumed attitude of indifference or antagonism to this irruption.

Pondering what is called the negro question, in some of its aspects, I have come to the conclusion that all schemes for instant removal of the Southern blacks are visionary. They are either too expensive or against natural laws, to say nothing of humanity; besides, if put to a vote, an overwhelming majority of Southern men, in spite of political irritation, would decide for their staying where they are. It would be impossible to substitute a better class of proletariat at this period. And yet I am as confident of their opportune and ultimate departure, by the operation of natural, inexorable laws, as I can be certain of any proposition with a speculative basis. There are, to my mind, two forces, one material and the other psychologic or anthropological, that will, unless hindered by our own folly, compel the negroes to decamp in peace and in obedience to a resistless impulse, and this hegira will not be in the distant, but comparatively near, future. The first proposition is founded upon electrical invention and exploitation. This will, at first blush, produce a smile or sneer, as the temperament of the reader varies; but let us wait and see. Already the idea that negroes alone are capable of enduring Southern suns and miasmas, so called, has been partially exploded. I have seen it stated that one-half, or nearly one-half, of the immense cotton crop is made by white men. Sunstroke is a rare thing anywhere at the South. But let it be granted argumentatively that there is substance in the averment, and that this is a reason for the negro's existence in the planting States of the Gulf and South Atlantic. If this reason for his alleged indispensable presence holds good now, it can possibly be removed by electrical devices. At some day, not very remote, work in the fields may largely be done by night. Electricity will illuminate the necessary area, and plowing and even planting can be accomplished by the same power that furnishes light, just as steam is used in Egypt. In such an event there may be discovered a successful machine for cotton picking. I admit that the outlook is a little dim in this direction, but more wonderful contrivances have been invented, and plenty of expert and ingenious, as well as practical, men are firmly satisfied of such a consummation.

If I depended wholly or at all upon this suggestion for negro deportation, the case, in its existing relations, might fall into an abyss; but a more pregnant and absolute argument is at hand, and I have deliberately reserved it for the last. There is a law compelling superabundant Northern hives, when they swarm, to generally gravitate Southward to find, as a South Carolina forest-born philosopher expresses it, "their graves in the tropic." The great Northern hive will swarm early in the twentieth century, if not before, and it will drive its legions Southward. This time they will not come with swords and bayonets, but all the implements of peaceful husbandry. It did not require the will of Peter the Great or the sign-board of the Empress Catharine to impel the North Russians, gorged with population, toward Byzantium and the Black Sea. They are like the Mississippi



river, which rises in lands of snow, and then, gathering power and volume, rushes to lands of sun. For this future tidal wave of human progress the means of transportation are being more and more facilitated by railways, whose projectors, unconsciously, have built them in part for such a transit, as the Romans purposely built their solid highways for the march of conquering armies. The waste places and wilderness of the South, now mourned over by some blind or unobservant brethren, are specially designed by Providence, the all-directing power, for the reception of surplus population at the North. Those vast solitudes will be occupied, and before the twenty-first century a crowded South will meditate pushing further on. Then, by intercontinental railways and isthmus canals, the mode of egress will be easy. Our grandchildren will see a train run virtually solid between New York and Rio de Janeiro. There will be more than one canal across the isthmus. Now, as this tremendous white mass emerges Southward, the negro will as inevitably retire before it as the lion and elephant have withdrawn from the Caucasian encroachment upon the African coast. The negro, obeying the natural law of his nature, will approximate the torrid zone. He can at present withstand the feeble front of white immigration from North to South, but he cannot, as a race, remain in the presence of the mighty onset that is sure to come. And when that momentous event shall have occurred the South will realize the dream of Colonel Dyer in a better shape than he now imagines. She will lack in nothing essential to her power or comfort in city and in field. All and more than the East and West now are she will be. Cotton will not monopolize her farming population. It will not be the only crop commanding cash. There will be an almost infinite variety of every field product on. Manufactures will expand beyond conception, and her seaboard will be alive with commerce. Then, too, she will have an abundant foreign element after judicious grafting upon the "Yankee." And I do not mean this term in any sense as a reproach. It is infinitely better for her to get populated in that way, and I, in common with many others, am not solicitous to see her populated in any other fashion by raw and dangerous Europeans. At present she is, outside of Louisiana and barring the negroes, the most distinctive American population on this hemisphere, and that is a fecund germ for the salvation of the whole country from many threatened perils. So I cannot look with much approval upon any present stratagem to flood the South with foreign immigrants, and if my premises be in the main substantially correct, it follows, "as the night the day," that the genuine rescue and prosperity of that section will be best established by discreet degrees of unhindered natural laws. The troubles of men and nations considerably arise from attempts at thwarting the designs of God. We are impatient to anticipate or force what should arrive in harmonious progression. It seems to me, therefore, that nothing could be more imprudent than for anybody at this time to deluge her with the kind of immigrants that have become a source of alarm even at the North. Let the North absorb, train, nationalize and prepare them for an exodus such as I have indicated. She is welcome to them. The South will receive them later on in such a character as will bless and not curse her and her posterity.

JAMES R. RANDALL.

THE annual digest of the tax assessment lists of Chatham county, Ga., including the city of Savannah, gives a total valuation of \$30,415,647. This is an increase of \$1,000,000 in real estate values since last year, of which \$745,380 was on city, the balance on county properties. In five years the county, including the city, has gained \$7,000,000 in its assessed valuation.

## Another Discoverer of Florida Phosphates.

ATLANTA, GA., August 1, 1891.

Editor *Manufacturers' Record*:

Mr. Jay Shrader, in his excellent paper written April 16, 1891, giving the history of Florida phosphates, records that in "1881 Mr. J. Francis Le Baron, a civil engineer in the engineer corps United States army, while surveying a canal route from the headwaters of the St. John's river, in South Florida, to Charlotte Harbor, discovered the fossil beds in Peace river," and continues, "but the public was not then apprised of it. Mr. Le Baron knew the importance of the 'find,' and confided his secret only to a few wealthy gentlemen whose assistance he hoped to enlist in securing and developing the property. But the capitalists were timid, if not skeptical, and a golden opportunity was lost."

Mr. Shrader says further: "In 1888, seven years after the discovery, the incredulous public ear was stunned by the announcement that phosphates had been discovered in South Florida."

Mr. Shrader does not tell us who the second discoverer was, from whose announcement in 1888 the phosphate development took its start (since the announcement of Mr. Le Baron in 1881 had failed in effect), or whether there was a second discoverer, or whether, indeed, the second announcement came from Mr. Le Baron himself.

Atlanta people say that the second discoverer and the "developer" was Mr. J. C. Jones, formerly of Atlanta, now a prominent attorney of Orlando, Fla. Since this important question will be interesting in future history of Florida phosphate development, the information is expanded.

The story goes that Mr. J. C. Jones, in 1887, with a company was fishing in Peace river and hunting upon its banks. One day he made a discovery of "land phosphates." The queer looking rock he at once recognized, having been studying the subject and looking out for phosphate for years, and, like one of the early hunters, he bore down upon the boat soon after with a large piece of his "find" in his arms. This he deposited in the boat. Proceeding upon the river, a jest arose among the "boys" over "Jones's rock," and the result was, in a few moments, in a lively scramble and amid much hilarity, the stone went overboard and sank to the bottom of Peace river. Thus went the first specimen of the "land phosphate rock."

But, bravo! the discoverer was nothing daunted, and, turning the boat about, he steered once more to the landing, bore down another piece of the rock and succeeded in transporting it to the headquarters in safety. After the hunting he went quietly to work and succeeded in interesting capitalists. From his work and from his announcement in 1888 the transforming scenes of development began.

Mr. Jones's friends claim that this is true history. Prospectors began then to pour in, and soon after Mr. Jones's announcement further discoveries were made of rock in the Gulf counties of Manatu, Hillsborough, Pasco, Hernando, Citrus, Marion, Levy and Alachua. By the end of the year 1888 6,000 tons of phosphate had been mined in Florida. Next year it is estimated that, with the present and projected plants, the output will be at least 300,000 tons. So Atlantians say, from Mr. Jones's hunting excursion and his perseverance have proceeded "great things."

This report is supported by an open letter written by Professor McDonald, of Florida, a gentleman of fine culture and very considerable research into the phosphate interest of his State, which letter went last year the rounds of the Florida press under the headline "Honor to Whom Honor Is Due." Professor McDonald writes:

"I have been recently addressed as to

the discoverer of the phosphate beds of Florida by parties seeking information upon the subject. J. C. Jones, of Orlando, Fla., is the discoverer. Eight years ago he and I had a special conference on this subject, and we reached the conclusion that phosphates were in Florida. We could not positively locate, but felt sure of their existence from certain indications. From that time Mr. Jones pursued the subject with a dogged pluck that never paused until he made the phosphate discovery on the Peace river three years ago, and when the true history of phosphate discovery is written, Mr. Jones will in all justice be accorded the proper credit."

Thus is added a new and valuable chapter to the history of phosphate development in Florida.

HUGH C. MIDDLETON.

## Southern Marbles.

Renewed interest in the many varieties of Southern marbles has been awakened by the bulletin recently issued by the Census Bureau, in which much was said concerning them.

To learn more on the subject than it was practicable for the expert of that bureau to incorporate in his necessarily brief report, a representative of the *MANUFACTURERS' RECORD* called upon Mr. C. F. Z. Caracristi at his office in Washington, D. C., and asked for such general facts as he felt at liberty to furnish for publication. Mr. Caracristi has obtained an enviable reputation as an expert examiner of marble properties, as well as for his attainments as a geologist and a civil engineer. In reply to sundry questions he said:

"It is surprising to notice the increasing demand for good marble in this country, especially since the new tariff law has come into effect, which imposes a duty of 50 cents per cubic foot on the crude material. Protection has surely stimulated this industry and given domestic marble a very great future.

"Stone has from the beginning of time been the medium whereon the people of all ages have inscribed the sublimest ideas of their nationality and individuality, and on which we find revelations of their customs, education and wealth. Marble, pre-eminently among stones, owing to its color, texture and submissiveness to the chisel of the artisan, has been the favorite material of ornamentation, and upon it have been graven the genius and history of the Phœnicians, Egyptians, Greeks and Romans, and, passing forward from the barbaric conceptions of these great people, we discover it as the medium whereon the sculptor of medieval times transferred the poetry of his soul into the speechless images that to-day are the standards of anatomic precision and beauty, as well as upon the structures from which the architect of the present day takes his lesson, while often failing in his power of imitation.

"With the rise of individual wealth, national prosperity and social refinement, marble came to the front as a material of decorative value and art, keeping pace with the developments of social refinement.

"America has arrived at that point where it should look to its own resources rather than ramify its researches in foreign countries in search of marbles for the decoration of its many public and private structures that are now under construction all over our country. The marbles of the South especially offer a complexity of varieties that cannot be imitated or equalled in any other country in the world; yet they are, for the most part, unknown even to the geologists who walk over them from day to day. This is due to the fact that few people—indeed, none but an expert in marble—can tell what a stone is unless it is polished, and polishing means work, energy and the expenditure of money.

"In Tennessee many fortunes have been accumulated from the well-known marble

bearing the name of the State; in North Carolina and Georgia the industry is coming to the front, but yet is only in its infancy.

"The Southern marble has the advantage of being well near the surface, a thing which I cannot assert for that of Vermont and the other New England States. The texture and color of the Southern marble is much finer than that found farther North, and is a more homogeneous stone, with a greater variety of tints.

"I am confident that proper investigation would reveal a boundless variety of stones, surpassing in beauty those that are so abundantly imported and so much admired by American architects.

"But there is one great hindrance to the proper development of these properties in the high freight charges imposed on the material by railroads. If the price of transportation from the South to New York should be approximately near that imposed on the stone as an import duty, then the stone would become a forcible competitor against foreign marbles and open up an industry that would employ thousands of artisans and millions of capital. I am sure that this reduction of rates will be forthcoming when the industry shall have assumed the proper proportions.

"I sincerely believe (deriving my conclusions from the many properties I have investigated) that all the shades common to European, African and Asiatic marbles are to be found in the Southern States, with the exception of the Carrara white. A great future awaits these developments, and the quicker they are entered into the sooner will capital find good returns on its investment.

"The following statistics on Southern marbles, as compared with those of other localities, show in a comprehensive manner the advantages of their product over that of New England; and it must be remembered that little or no transportation facilities are possessed by Southern quarries. Especially is this the fact in Tennessee, where marble is hauled on wagons to the railroad and there reloaded on cars. In New England, on the other hand, not only are the railroad facilities good, in so much as sidings are supplied by the railroad companies, but transportation from the quarries to the sea is carried on by water-routes. This, of course, is impossible in the interior, yet the percentage on the investment is over four times that of the North. This showing of itself should stimulate the development of other properties in the South.

"The total output of marble in the United States during 1889 was 3,320,213 cubic feet, giving a value of \$3,486,170, or 54 per cent. on the total capital invested. It must be remembered, however, that this includes the amounts lost in worthless experiments made by parties not fully acquainted with the product or worth of the stone.

"Much has been said of the Vermont marble quarries, and as they give one-third of the total output of the country, they may be said to be the standard from which capitalists draw their conclusions as to the profit of the industry throughout the United States; yet, actual figures show that while the marble industry is only in a primitive state of development in the South, the percentage derived from investments is 19.1 per cent., or an advantage in favor of the South of 13.7 per cent. as compared with the whole country.

"But even with the large production of marble shown above, the supply has not been equal to the demand, so far as a fine grade of marble is concerned, and we have imported from Belgium, Italy, France, Greece and the African and Asiatic countries over one-fifth of the stone consumed. This does not take into account the Mexican onyx that is being so largely used in modern decorative architecture."



## GENERAL NOTES.

THE banking capital of Americus, Ga., is distributed as follows: The Peoples' National Bank, \$50,000; the Bank of Southwestern Georgia, \$100,000; the Bank of Americus, \$150,000; the Bank of Sumter, \$50,000—total, \$350,000. The first has recently declared a semi-annual dividend of 6 per cent., the second and third each of 5 per cent., and the last (which was organized only eight months since) of 4 per cent. Besides these institutions there are the Georgia Loan & Trust Co. and several private bankers that are doing a safe and profitable business.

THE enterprising citizens of Brunswick, Ga., have determined to organize the Southeast Georgia Exposition Association for the purpose of holding an annual exhibition of the resources and progress of that section of the State in their city. Of the \$10,000 capital required for their organization \$4,000 was promptly subscribed and the remainder will be. The officers elected to serve the first year are: President, Col. W. G. Brantley; vice-president, C. Downing, Jr.; secretary, W. F. Symons; treasurer, A. T. Putnam. The exposition will be held the first week of next December.

THE annual meeting of the stockholders of the Waynesboro (Va. Land & Improvement Co. was held last week. The reports of the president, secretary and treasurer were read and gave great satisfaction. President M. Erskine Miller and Vice-President T. H. Antrim were re-elected, as was the old board of directors, by unanimous vote. The directors subsequently re-elected R. G. Wright secretary and treasurer.

THE fourth annual exposition of the Piedmont Exposition Co. will be held at Atlanta, Ga., October 19 to November 7 inclusive. In a circular notice concerning this enterprise President James R. Wylie says: "Nothing can prevent the enterprise from outstripping all previous efforts and sustaining the reputation of its past success. The grand development of the Piedmont section, embracing the States of Virginia, North and South Carolina, Georgia, Alabama and Tennessee, in cotton manufacturing, minerals, lumber, wood and iron manufacturing, machinery inventions and farming, will be in a summary way represented at the Piedmont Exposition of 1891, and the half of a million of people which will pass within the gates will stand in wonder at the evidence of richness of this favored section."

LEATHER has been tanned in Texas, says the Waco Day, by the use solely of the common broom-weed. The process was discovered and patented by R. W. Turner, of Dublin, where a stock company has been organized and a tannery is in operation. This broom-weed grows wild everywhere, and has been called the curse of Texas. If the leather tanned by its use is equal to that resulting from other processes, then the Waco Day is right in predicting that it "will revolutionize the leather trade of the United States, it having been found to contain the finest tanning properties known, and by its being so abundant all over the State, the establishment of tanneries in this State will keep the Texas hides at home, and when a supply of leather is to be had in Texas of a quality equal to the best oak-tanned leather, shoe factories will soon be knocking at Texas's doors for admission. This new process takes only about one-tenth the time to produce leather that the old process does, and consequently the cost of production is very much reduced."

SUNDRY citizens of Nashville have projected a company to be called the World's Fair Savings & Transportation Company

of Tennessee & Alabama. They expect to obtain a charter in the latter State, the laws of Tennessee not covering a company of this kind. The plan of the proposed corporation is to establish a savings system through which all desiring to go to Chicago in 1893 can pay into this company in small instalments the amount necessary to cover the entire expenses of the journey and a week's stay at the exposition. This company will guarantee to provide transportation, meals, lodgings and admission tickets for such a trip. The idea, which originated in the Northwest, is that thousands of people, who could not on short notice afford to spend the money for such an excursion, will be glad to avail themselves of this system.

THE legislature of Florida chartered the Arcadia, Lakeland & Gulf Coast Railroad. The company immediately put out several engineering parties to determine upon the route. The general line from Lakeland to Palmetto has been selected, and grading will probably begin within a short time, while the question of a deep-water terminus will be decided later on.

A PROJECT to establish a huge abattoir at the Claremont stock-yards, near Baltimore, has been submitted to the investors of this city. The Claremont Abattoir Co. is about to open stock subscription books, and should the needed capital be subscribed, will at once proceed with its enterprise. The Union Stock-yard Co., which owns the yards at both Calverton and Claremont, proposes to concentrate all its live-stock business at that place. The amount of live stock handled at both yards annually amounts in round numbers to 220,000 cattle, 10,000 calves, 475,000 sheep and 900,000 hogs.

A LETTER from a correspondent published in the New Orleans New Delta contained statements injurious to Fort Worth and Dallas, Texas, that had no justification in fact. That newspaper later made the *amende honorable* by publishing a letter from Mr. J. T. Trezevant, of Dallas, which contained the following among other statements of facts: "That Dallas has suffered to some extent by the financial crisis of the past twelve months is true, but certainly to no greater extent than the other cities of this country which have shown phenomenal growth in the past ten years, notably, Seattle, Duluth, Birmingham, Kansas City, etc. The money panic has caused an equal shrinkage in value in almost every important city in the Union, and time money is as hard to get in New York to-day as in Dallas, while in Philadelphia the situation is even more strained. Real estate everywhere has felt this strain to a greater extent than any other form of investment, and naturally unproductive suburban real estate most of all is depressed. Centrally located improved property in Dallas is held at as high figures to-day as at any time in the past, or certainly within 10 per cent. of the highest point. That 'blocks of business and dwelling-houses are vacant' is absolutely untrue. There are now being built in Dallas two five-story office buildings by Tom Scollard costing \$80,000 each, one five-story building by the Bankers & Merchants' National Bank costing \$75,000, one six-story office building by the Security Mortgage & Trust Co. costing \$200,000, county courthouse costing \$325,000, and a cable railway (the only one in the South) costing \$400,000. All this in the line of real estate betterment would indicate that we are not 'broke.' Three days ago a Boston syndicate paid \$260,000 cash for the North Texas National Bank building, which to an unprejudiced mind would convey the impression that Boston did not think Dallas had gone to the 'demnition bow-wows.' With all the depression sales

in real estate for six months ending July 1 aggregate \$6,591,606, of which sum May and June, the dullest months ordinarily in the year, contributed, respectively, \$1,190,187 and \$1,473,864, yet we are 'dead broke.' Outside of real estate the business of this city was never so good. Bank clearings each week are from \$1,400,000 to \$2,000,000, even during the summer months, and each week and month shows from 10 to 20 per cent. increase over the same week and month last year. The City National Bank, in its report to the comptroller, shows \$24,000,000 exchange for the year ending July 1, 1891, against \$16,000,000 for the previous year. The postoffice shows an increase of nearly 20 per cent. over the previous year. The cotton mills which suspended last year are running full time and with marked success. The packery has more orders than it can fill. In fact, the 127 factories, with their 2,700 employes, of this city, are all running full time and prospering. The wholesale grocery and dry goods merchants all say they have more business than they can handle. Within the past week another large wholesale grocery house has commenced business here. In agricultural implements we are 'out of sight'; the business is 33 1/3 larger than ever before. Sales will record \$9,000,000 for the current year."

A DECISION rendered by Chief Justice Fuller, of the United States Supreme Court, sustains the action of the governor of South Carolina in opposition to the claim of the Coosaw Company, and puts the latter on the same footing as all other phosphate miners, thereby compelling it to take out a license under the State law of 1890. In this case a doubtful law was construed in favor of the sovereign grantor. This was in accordance, according to the Chief Justice, with a familiar rule of construction that when a statute operates as a grant of public property to an individual or the relinquishment of a public interest, and there is a doubt as to the meaning of its terms or as to its general purpose, that construction will be adopted which supports the claim of the government rather than that of the individual.

THE factory for making cheap shoes by machinery at East Chattanooga, Tenn., will commence work the last of this month. It is expected, when in full operation, to have an output of 2,000 pairs daily.

THE large plant of the Goulding Fertilizer Co., on the line of the Louisville & Nashville Railroad, a few miles north of Pensacola, Fla., has been completed. Of the proprietors of this new enterprise the Pensacola Journal says: "The Goulding firm is one of the largest fertilizer manufacturing firms in the United Kingdom of England, Ireland and Scotland. For forty years they have been engaged in the business, and during this time they have availed themselves of every improvement that has been added to the business. Their long experience and business integrity have made them well known in the United States, as well as in every other portion of the world where fertilizers are in demand. The demand on them was greater than their works at Dublin, Cork and Waterford could supply, and they therefore sought a convenient point in this country for manufacturing their celebrated fertilizers, which are in such great demand with the farmers." This company will receive most of its phosphate rock by schooners from Peace river. It also uses great quantities of "tankage" brought from the Chicago abattoirs, of bones bought of local dealers, of phosphate shipped from Belgium and Germany, and of kainit, sulphuric acid and muriate of potash purchased in Europe. The officers of the company are: President, W. J. Goulding; vice-president and general manager, T. B.

Kessler; secretary and treasurer, W. DeC. Kessler; chemist and superintendent, G. Davidson; engineering superintendent, Joseph Kirkham.

AFTER months of depression, business is reviving at Anniston, Ala. The coke furnace, recently started, is turning out 125 tons of iron daily. The Radford Co. pipe works are employing 200 men, and have more orders booked than can be filled in three months. Business has been resumed by the United States Rolling Stock Co., where more than 200 men are now employed, and within a short time every department of that immense industry will be in full operation. There has been no stoppage at the Barbour Machine Works or at the cotton mills, but on the contrary, they have been obliged on several occasions to run extra time to keep up with their orders. Several orders for iron have been accepted by the furnaces, including one amounting to \$60,000. "Altogether," says the Hot Blast, "the future of Anniston is brightening."

THE citizens of Jacksonville, Fla., wish to deepen the water of St. John's river so that vessels of large size may reach that port. The Florida legislature gave to the voters of Duval county, of which Jacksonville is the capital, authority to determine whether or not to issue bonds amounting to \$300,000 for paying for the desired improvement. Last week a meeting of bankers and business men assembled, at the call of Mr. J. S. Fairhead, president of the Jacksonville Board of Trade, to consider the subject. It was stated that competent engineers had reported that at a cost of \$300,000 there could be obtained 18 feet at mean low water at Dame's Point, which would give 20 feet 3 inches at high water. The advantages to be expected from the proposed improvement, as stated by Mr. Ambler, were that "Jacksonville was the only seaport in Florida with more than one railroad; that it was the nearest port to the phosphate mines, which gave it the advantage of having the shortest haul; that while there was but little difference in distance between Jacksonville and Tampa from Dunnellon, the insurance was higher from points on the Gulf coast, and there was an advantage of several days in time from Jacksonville to European markets; that getting deeper water in the river would again draw the lumber business to this port, and would lead to the erection of a number of large fertilizer and phosphate works here; that it would induce some of the railroads whose terminal facilities were now divided between this and other points to concentrate their interests here; that it would cause a large increase in the shipment of fruits and vegetables through this port; that the cost would be so small to taxpayers that they would hardly feel it, being only \$6.66 on property valued at \$10,000, and saving in freight on a few boxes of oranges or vegetables more than that amount; that it would increase the value of property in Jacksonville as to create a home market for the fruit and truck growers, and there would be a large demand for a medium class of houses for mechanics and laborers who would be down here. Mr. B. H. Barnett stated that there was a firm in the State who owned the largest body of timber and phosphate lands in Florida who proposed to build their own road to deep water, and if Jacksonville obtained the requisite depth they would build the road to this point." The meeting voted to recommend to the county commissioners to call an election to vote upon the issuing of county bonds.

GOLDSBORO, the railroad center of Eastern North Carolina, was laid off in 1848, at which time the Wilmington & Weldon Railroad was built through the town. It has nearly thirty industrial enterprises, employing a capital of \$600,000, and is the center of a large and lucrative trade with the surrounding country.



## MIDDLESBOROUGH

## Mr. Arthur and His Lieutenants.

**Inexhaustible Resources—Coal, Coke and Iron, Forests of Timber, etc.—Great Industrial Plants That Are Being Built—Railroads—Population—Character of the Enterprise—A Place Already for Frenchmen to Invest In.**

[Special Cor. MANUFACTURERS' RECORD.]

MIDDLESBOROUGH, Ky., August 7, 1891.

I send herewith another chapter from Mr. LeClerc's Middlesborough correspondence:

## CHAPTER III.

[Translated from the French—Continued from last week.]

"In the wonderful development of Middlesborough two potent factors were brought into action, and these must not be forgotten in reading of the extraordinary work which has been done in the valley, which has for centuries remained uncultivated and undeveloped. These factors are English capital on the one hand, and the spirit of enterprise and the dashing boldness of American men on the other.

"The first man to conceive this wonderful project, and who had the nerve and indefatigable exertion to push it to a successful issue, was Mr. A. A. Arthur. It is only a few years ago, while traveling for a Canadian house throughout the Southern States of North America, it flashed across his mind to venture into these wild regions. With an eye experienced to business, and with a thorough knowledge of men, he became convinced, after making a careful study of the country, that a great industrial city could be built in Yellow Creek valley. Convinced of this fact, with the gigantic scheme in his mind and with important papers in his pocket, Mr. Arthur left for England, and, arriving there, explained his plans to the most prominent financiers of the old world; he organized a company, returned to America and for many long months was hidden in almost impenetrable mountains, where he spent his time studying the mineral prospects and the probabilities of the surrounding neighborhood. During this whole period he was deprived of all comfort and pleasure, and had to live in a tent surrounded by adventurers of all kind and mountain banditti of the worst description. After much trouble and considerable hard work he finally succeeded in purchasing from the natives, piece by piece, the land they owned, and was compelled to pay them ten times the actual value, and frequently having to buy the same property over and over again, so as to be sure he actually owned it and could control and dispose of it in the future. These purchases amounted in the long run to over 60,000 acres of mineral and timber lands.

"The property was then turned over by him to the American Association, Limited, and this corporation, in turn, eventually gave birth to the Middlesborough Town Co., which agreed to build in Yellow Creek valley the marvelous industrial city of Middlesborough, which now already has a universal reputation.

"Mr. Arthur, the man who conceived this enterprise, and who to-day is the head and spirit of the companies developing in Southeastern Kentucky, is of English-Canadian origin. He is well built, rather tall, with easy and graceful manners, a round face, auburn side-whiskers, auburn hair, two piercing blue eyes with intelligence beaming from them, and as one looks at him for the first time it is seen that he is a brilliant man of action. He speaks but little, but he acts quickly; like a general on the battle-field, he takes in the most important subjects at a glance, and

once his mind is made up, he is seldom known to have made a mistake; in fact, Mr. Arthur is a general in the full sense of the word, and he possesses the rare faculty of surrounding himself by the best of lieutenants.

"One of these, Mr. John B. Cary, is his right-hand man. Mr. Cary is gentle in the extreme, almost timid in private conversation with a stranger, but he is a man of the world and a gentleman, even from the French point of view. He is also a man with a good and quick mind, and it would seem strange, were we not in America, to see one of his type living in a place which was once so rough and helping in the great work of building a new city in the mountains.

"Mr. E. E. Malcolm, who is the type of an English athlete, has an aristocratic head and figure, and bears well the heavy responsibilities of his office. Then there is Capt. John M. Brooks, who wears a gray beard, which can almost be called an old beard; all the others are Northern men, he alone is from the South. Capt. Brooks is a man of character, and bears the type of the settler of the olden times; he is a man with an iron temperament and of inflexible will; he was elected the first mayor of Middlesborough. Capt. Brooks was in the Southern army, and to-day the very 'Yankees' that were fighting against him 30 years ago, he is helping them to build the new city on the very spot they fought against each other.

"The Messrs. Watts are Englishmen, who came to Middlesborough to build large iron furnaces and steel plants. They have built themselves elegant mansions, where they reside. These are furnished with every comfort and luxury. They go through the Cumberland tunnel, and this alone separates them from their works and their home. They are pushing men of wonderful enterprise, though neither of them (Edgar and Frank Watts) is yet 35 years of age.

"This peaceful battle-field has been admirably chosen. Every resource and requirement necessary for the building and development of a great industrial city are found right here lying close together ready to be used; coal in inexhaustible supplies and of the very best quality; iron ore by the millions of tons, and which is exceedingly pure and easy to mine; zinc, manganese, timber in the forests for 20 miles around in every direction; clays of every description, which are good for making brick of every grade, and not far off are some of the most renowned marble quarries of the country, where this valuable mineral can be cut out in almost any size.

"The reports and testimonials of the most noted experts, as well as of engineers who have national reputations, all go to prove that the richest minerals are found in this section. In the mountains, which have an elevation of from 3,000 to 4,000 feet, coal seams in vertical lines are found one on top of the other within a distance of 2,500 feet from the lower to the upper seam.

"Upon the 100,000 acres of land belonging to the American Association, Limited, fully 50,000 acres could furnish 50,000 tons of coking coal to the acre. The veins are horizontal and are easily worked. All the coal mines in the neighborhood of Middlesborough are above the water line, thus guarding them from all danger of floods. This coal is found in a northerly and westerly direction from the city.

"The iron ore is on the other side of the mountain, and from the city runs in an easterly and southerly direction. The veins are regular, and are from five to six feet in thickness. Though much of the ore is found below the surface of the ground, a large quantity lies almost upon the surface. The red fossiliferous ore contains 51.78 per cent. of metal, 15.63 of silica, .038 of phosphorus, with no trace of sulphur. The brown hematite assays 56.494 of iron,

the Oriskany at 56.24 of iron. All these ores contain but little phosphorus, and are, therefore, better adapted for the manufacture of steel than similar ores that are found in Alabama. It thus becomes evident that Middlesborough has within her limits all the elements necessary to solve the great industrial problem of the age—the production of iron and steel at the lowest minimum cost. Upon thorough investigation I have ascertained that Middlesborough can furnish 4,000,000 tons of coal yearly for the next 100 years. The question is now asked, what have the pioneers of this city done towards developing such enormous natural resources?

"The American Association, Limited, does not sell its mineral lands or properties. It gives a 25 years' lease upon its property, and charges the small royalty of 10 cents per ton for domestic coal, 15 cents per ton for coking coal and 25 cents per ton for coal used in manufacturing purposes.

"A number of prominent capitalists, representing all sections of the country, have asked for concessions or grants so as to open up metallic establishments in and around the city. Mr. O. W. Davis, Jr., of Maine, is building a foundry to manufacture steel rails; the Mingo Mountain Coal & Coke Co. has already built 300 coke ovens; an English company is now constructing 1,000 others; the South Boston Iron Works, which manufactures guns for the United States army and navy, is about to leave Massachusetts to build mammoth works at Middlesborough. The only argument needed to induce this latter concern to move its army of workmen and its enormous plant from the shores of New England to the mountains of Kentucky were the proof that iron could be made in Middlesborough at a price ranging from \$3 to \$4 per ton cheaper than in the New England States.

"Mr. Watts, an Englishman, has organized a company with a capital of over 6,000,000 francs (\$1,200,000), and this same gentleman is now building large blast furnaces and an immense steel plant. The latter is an open hearth basic steel plant, made to produce 700 tons of steel per day. In making mention of the above industries I have simply called attention to the most important ones.

"In October, 1890, the amount of capital actually invested in industries located in the city of Middlesborough represented 75,000,000 francs (\$15,000,000).

"Middlesborough is bound to become a great railroad center. A belt line 24 kilometers in length already encircles the city, and passes by all the principal factories and manufactories in the valley; another railroad connects Middlesborough with the seacoast at Charleston and Savannah by way of Knoxville; a third has direct connection with Louisville, Cincinnati, Chicago, etc., while a fourth, a new one now in course of construction, runs direct from Middlesborough to Norfolk, in Virginia, stopping at Baltimore and other important centers. Middlesborough will thus have direct connections with all the leading markets in the United States, including many of the principal seacoast towns.

"On the 21st of October, 1890, the British Iron & Steel Institute, which includes among its members the most celebrated engineers, foundrymen and metallurgists of England, visited Middlesborough. During the three weeks that these gentlemen spent in the United States, visiting the most important points, a whole day was spent by them in the new industrial city in the mountains of Kentucky. There they had the pleasure of having the mineral wealth of that section explained to them by Hon. J. R. Procter, geologist of the State of Kentucky, and who is considered an able expert in matters of this kind. This official demonstrated to the satisfaction of his hearers that the surroundings of

Middlesborough were even more favored by nature than were the celebrated iron regions of Lake Superior. The president of the institute, Sir James Kitson, who had but recently visited the marvels of Pittsburgh, in Pennsylvania, and Birmingham, in Alabama, did not hesitate, in the able speech which he made, to predict for Middlesborough a great and glorious future.

"As Englishmen as a rule are not in the habit of using idle words or of missing favorable opportunities to make good investments, it became then and there a serious question among a number of them to decide to start several new industries in the town which they claimed had been so favored by nature.

"It is rumored that within the next 15 months, when all the factories which are now being constructed are completed and in operation, that 7,500 skilled mechanics will make Middlesborough their home, thus giving it a population of nearly 14,000 people. In May, 1890, land within the city limits sold from \$20,000 to \$25,000 per acre, but, strange as it might now appear, the very natives or mountaineers who sold the tract of land to the company for only \$10 an acre a few months prior to this time, returned to the city and purchased land at the rate of \$50 per front foot.

"On the 10th of November last there took place in the city of Middlesborough the third auction sale of town lots (the first occurred in October, 1889, and the second in May, 1890), and in less than one hour's time 63 lots, aggregating 9½ acres of land, were sold for \$132,630, which is equivalent to \$14,215 per acre, or \$2,000 more per acre than during the May sales.

"These unheard-of results have somewhat had the effect of turning the brains of certain journalists, for one of them, in a most enthusiastic strain, writes as follows: 'Before the next century will be ten years old the center of the manufacture of iron in the whole universe will be found within a radius of 30 miles of Cumberland Gap, and before the present generation disappears Middlesborough will rival in wealth the famous cities of Babylon and of Damascus.'

"It is not, however, in a spirit of this nature that the great development of Middlesborough has been conducted. British coolness and English taste, which seek solid investments in preference to noisy bubbles, have here become allied with the enterprise, audacity, ambition and 'go-aheadness' of Americans.

"One must not believe, however, that in these heroic adventures, which almost appear to amount to foolish recklessness, so daring have they been in their results, that Americans thought of nothing then than the making of the 'almighty dollar.' In these immense enterprises, which have been so boldly conducted and which require will and determination which could not be shaken, foresight which could not be at fault and the utmost perseverance at all times, a lovely and beautiful ideal has always been foremost in the minds of these men. This fact I soon discovered by the hopes these energetic men entertain, all of whom have implicit faith in the future and an unshaken confidence in the success of human ventures.

"In conclusion, it appears strange to me that out of so many men who are accomplishing the work of giants, a single Frenchman cannot be numbered among them. The schools of France turn out yearly hundreds of engineers and young men of other professions, each of whom are only too willing to accept a position on the railroad or with the government, and to work almost for a pittance so as to remain in his native country, while none have yet been induced to try their luck beyond the sea, where fame and fortune await them, and where they could, by their intelligence, work and endeavors, add to the glory and reputation of France, the country we all love so well."

This is the conclusion of the correspondence about Middlesborough, sent by the brilliant and noted Frenchman to his paper in Paris.

O. O. HALL.



## News from Norfolk, Va.

NORFOLK, VA., August 10, 1891.

*Editor Manufacturers' Record:*

It is estimated that the Nashville, Chattanooga & St. Louis and the Louisville & Nashville Railroads are moving 250 carloads of wheat daily, and the season is scarcely begun. All this wheat comes to Norfolk or Newport News, or goes to New Orleans, for export. Norfolk is feeling in a marked degree the effect of the present remarkable prosperity of Tennessee, and these effects will be even more evident when the magnificent wheat, corn and fruit crops move in greater bulk as the season advances.

Three surveying parties are in the field, determining the route of the Norfolk, Wilmington & Charleston Railroad, and everything foreshadows its early construction. There is great interest among the people living in the sections which the road is expected to traverse, and many townships and counties are reported as ready to vote financial aid to the enterprise. The people of Bertie county, N. C., are already circulating a petition asking that an election be ordered upon this question. One engineering corps is now at work running trial lines in the vicinity of Wallacetown, in Norfolk county.

As foreshadowed in the MANUFACTURERS' RECORD, A. B. Morten, vice-president of the Cincinnati & Cape Fear Railroad, has recorded in Berkeley county, S. C., a mortgage for \$9,000,000 on the property of that road. The project is to run a road from Norfolk to Charleston on east of the Atlantic Coast Line, entering Charleston on a bridge across Cooper river, crossing Ashley river and going down to Savannah. This company now controls a line from Norfolk to Southport, N. C., and is building a line from Southport to Conway, S. C. From there it is intended to extend the line to Charleston via Georgetown. The franchise with all necessary land grants of the Mt. Pleasant & Little Run Railroad has been purchased.

On August 14 there will be an excursion over the Chesapeake & Ohio from Norfolk to the Shenandoah valley via Richmond, Williamsburg, Charlottesville, Gordonsville and the Blue Ridge mountains. At Basic City the excursion train will switch off on the Norfolk & Western and go to Shendun, Elkton and Luray.

Among the improvements now talked of here is a \$100,000 hotel  $2\frac{1}{2}$  miles above Willoughby Point, from which a ferry to Old Point and a branch of the Norfolk & Western Railroad to Norfolk are projected. It will be located on the Wm. E. Taylor farm, a part of which, it is said, will be condemned by the government for fortification coast defense purposes. Condemnation proceedings have already been begun in the United States Court, and Judge R. W. Hughes has been appointed commissioner.

The Cornucopia shows that pilotage fees in the waters of Hampton Roads are less than those of any other of the ports on the Atlantic, as it makes a big difference whether a pilot takes a vessel 15 miles or 160 miles, and whether it is through wide deep channels or narrow shallow ones. Maury's physical survey of Virginia gives the following distances from the sea and depth of water:

"Hampton Roads, distance from sea, 35 miles; depth of water, 30 feet. New York, distance from sea, 50 miles; depth of water, 23 feet. Boston, distance from sea, 100 miles; depth of water, 21 feet. Philadelphia, distance from sea, 100 miles; depth of water, 23 feet. Baltimore, distance from sea, 160 miles; depth of water, 16 feet."

As soon as the coaling station near to Lynnhaven Inlet is a reality (and it will be in a few years) a vessel from here can get to sea and gain in the race for Europe at

least two hours over New York, and from seven to twelve hours over Philadelphia, Baltimore and Boston. The time gained will be even greater as the busy and enterprising railroads continue to shorten the time between Norfolk and the centers of Western trade and production.

The Norfolk & Western has placed an order with the Roanoke Machine Works for two locomotives and 200 cars.

The Brambleton Local Improvement Board has \$17,500 to use for permanent street improvements.

The Boston wharf is being paved with Belgian blocks.

The Business Men's Association have appointed a committee to secure new quarters for next year.

Several handsome houses are being erected on the Norfolk Co.'s new property.

There is considerable agitation and a strong feeling in favor of a garbage crematory in this city.

## Notes from Front Royal, Va.

FRONT ROYAL, VA., August 10, 1891.

*Editor Manufacturers' Record:*

Since the last article appeared in your paper concerning Front Royal the work of development upon the property of the Front Royal & Riverton Improvement Co. has been progressing in a manner satisfactory to the most doubtful citizen.

Industrial development, in common with all other branches of business, has suffered from the monetary depression that for the last eight or ten months has been felt in the very centers of the commercial world. But now that the baleful period of this stringency is passing away, we, looking back upon the storm that after many trials has been so happily weathered, can see, without prejudice in our eyes, the pre-eminent stability, advantage and beauty of Front Royal as a home for all classes of people and a point for successful manufacturing. At times some have grown disheartened in the work; but around us, where but a year ago were fields of grain, there stand as examples of what has been done, and auguries of what the future will bring forth, some fifty new residences, a knitting mill, a wagon factory, a tack and wire nail factory, a furniture factory, a steam cake and cracker bakery, a handle factory, a saw mill, two steam brick and tile works, one hand brick-yard, two stone crushers, one of the most complete and perfect hotels in the South—"Hotel Royal," the gem of the valley—one large office building, two stores and many other buildings in various stages of construction, among which are one office building, a number of residences and six stores, and the laying of brick upon the immense building which is being erected under the auspices of Randolph-Macon College for a boys' academy has been begun and will be pushed to completion as rapidly as possible. Yet before all this was done we had a population of 2,000 people, all desiring work finding employment in the mechanical enterprises which were at that time in operation, there being three flouring mills, the largest lime works in the South, a sash, door and blind factory, a canning factory, a plaster mill, a grist mill, a bark mill, a sumac mill, a tannery, a collar factory, a harness factory, a cigar factory, two banks, and an agricultural country unequalled in the world.

The exclusive franchises for supplying Front Royal with water have been given to the Royal Water Co. This company has been duly organized with Mr. H. L. Cook, Baltimore, Md., president; Mr. W. C. Dimmock, Baltimore, Md., vice-president; C. A. Macatee, Front Royal, Va., secretary and treasurer, and a directory composed of the foregoing and Messrs. C. H. Beaty and W. P. King, Front Royal. The stock of the water company has been placed and advertisement made asking for bids by the 15th of August for the con-

struction of the works. The water comes from the mountain springs, with a total fall of over 200 feet, and thus both the quality and steadiness of the supply are assured. Such a convenience as a good water supply in a city can only be appreciated after it is once possessed, and were only this one benefit to result from all our efforts our citizens could not but feel that they had been profited much.

Part of the plant of the tack works, the engine, boiler and tack machines, are now being put in place. One of the directors is now on hand superintending the affairs of the concern, and a master machinist is engaged in looking after the mechanical part of the business. The building is about 200x60 feet, one-half of which is two stories, and the process to be used in making the tacks is a very complete and perfect one.

Work is shortly to begin on the iron bridge across the Shenandoah river. The grading of many miles of streets has been about finished, and before fall the macadamizing of Royal avenue will be completed. The furniture of "Hotel Royal" has been placed in the building; Mr. James D. Sublett, late of Alabama, has been chosen manager of the same, and by the end of this week he expects to be able to receive guests in his delightful house. Every available room is already engaged.

The Royal Building Co. has completed the ten residences mentioned in the MANUFACTURERS' RECORD some weeks since, and the promoters of the same will, it is said, at once erect ten more, those already finished having been rented long before they were out of the hands of the contractor. And, apropos of houses, I will call your attention to the fact that not a single house, residence or business, is vacant or for rent in the town of Front Royal to-day.

In the offices of the Norfolk & Western Railroad Messrs. F. B. Morris, engineer in charge, and C. Hetlesater are busily at work completing the surveys for the Washington connection of the Norfolk & Western from this point.

The sidewalks near the new hotel have been paved, and work of the same kind is being carried on in the streets and drives in the neighborhood. Such work as this will render its most complete satisfaction when the winter comes on and finds these places proof against its mud.

The new saw mill is now completed and at work, and logs are being fast converted from their natural state into merchantable lumber. A railroad siding will be built to the mill by the Richmond & Danville Railroad to facilitate the loading and shipping of the product.

## AN OLD TOWN WAKING UP.

Will Subscribe \$50,000 Towards Building a Cotton Mill.

OXFORD, MISS., August 7, 1891.

*Editor Manufacturers' Record:*

This is one of the peculiarly Southern cities that have heaped up wealth and been content with the enjoyment of it. With the State University, two female colleges and fine high school (free), we felt as if we had enough. But the universal spirit of enterprise, borne to us by we know not what wind, has at last disturbed our profound slumber, and we are threatened with a waking up. I was told yesterday by one of our bankers that a man or company that would put up cotton mills here could get a bonus, a gift, of \$5,000, or could get our people to take \$50,000 stock. This denotes a marvelous change coming over the city of Oxford. And it foretokens the better day coming, when the whole South will fall into line in the general march of improvement.

A. C. JOHNSON.

"MONEY WANTED" advertised free of charge by the MANUFACTURERS' RECORD.

## Blacksburg's New Hotel.

BLACKSBURG, S. C., August 8, 1891.

*Editor Manufacturers' Record:*

Observing that the MANUFACTURERS' RECORD has frequently pointed out the necessity of providing good hotel accommodations in sections of Piedmont Carolina, where climate, air and scenery furnish a natural sanitarium, I conclude it will interest not only you, but many of your readers, to learn that in one section, at least, that manifestly long-felt want has been most charmingly supplied. I have within the past two weeks made two stops at the recently opened Cherokee Inn, at this place, and from my own experience and from that of others I have met here, I am certain the Cherokee Inn will before long become famous for its hospitality, its wholesomeness, its neatness and everything that combines to make a hotel a habitable place for people of appreciation.

It is not a large hotel, and is even inexpensively constructed; but it is well built and in accordance with correct architectural taste, and nothing intended for use in a Southern latitude could be more inviting or picturesquely pleasing than the broad verandahs which almost completely surround the first and second stories of the building. A tall tower surmounts the main wing of the hotel, from which delightful views of many mountains of North and South Carolina are to be had.

The inside finish is natural, native woods being used, and the floors throughout the house are stained and covered with art squares and Turkish rugs. The dining-room is large, light and airy, and its array of snowy linen, sparkling glasses and shining cutlery is a faithful token of the spirit which controls the cuisine. Here, as throughout the whole establishment, there is no attempt at burdensome elaboration. The bill of fare is modest, but how thoroughly delicious everything is! The cream is cream, the butter like Caesar's wife in its sweetness and purity, and—well, everything brought on is just good to eat.

And then the beds. What symphonies of ease and refreshing restfulness! There is the delightful odor of sweet, clean linen; the downy mattresses invite one to immediate and soothing slumber, and, fanned by the cooling breezes which almost universally prevail, I am sure no one can have any but the most pleasant dreams and the most invigorating sleep.

I consider that Major John F. Jones, the creator and manager of this enterprise, is entitled to the gratitude of the public not only as a humanitarian, but as an evangelist. He has shown what may be done with limited means combined with "snap" and common sense. I am informed that this charming place, with its 60 rooms and all belongings, cost no more than \$30,000. Most anybody would guess that \$50,000 had been spent on the plant, although, as I remarked before, there is no evidence of pretension in its construction. But everything is well done and serves the purpose admirably. Major Jones has simply taken advantage of his opportunities. The materials of the building are such as could be secured on the ground or near by, and neatness, sense and taste characterize his use of these materials. The furniture is good, though not of the most expensive kind; but rugs, curtains and effects which people of taste know how to employ make this house simply charming from basement to attic, while the efficiency and thoroughness with which the establishment is "run" ("run" is the only word that expresses it) by Major Jones and his assistant, Capt. Seacrest, complete the joy and delight which every guest must feel, and combine to furnish a model in hotel-keeping which towns of many more than 1,500 people, not alone in the South, but everywhere, might well study and copy.

A. P.



## Newport News Notes.

NEWPORT NEWS, VA., August 10, 1891.  
*Editor Manufacturers' Record:*

It is now well understood that Newport News will ask the legislature for a charter next winter, and will incorporate as a city. This has not been done heretofore, as it was feared that the whites were in a minority and could not control the municipal organization. The establishment of new industries and the great expansion and development of every kind of business has brought to Newport News a population of thrifty, enterprising citizens, and enough of them to control the affairs of the city. Instructions have been received to rush the enlargement of the ship-yards, and to put in four sets of ways to be 250 feet longer than those on which large ships are now being built. It is stated on good authority that the Citizens & Marine Bank will start September 15, making the third bank here. It will be located at the corner of Twenty-seventh street and Washington avenue. Every dollar of its \$50,000 capital has been subscribed, and it is all Newport News money. Geo. B. West is president, and V. M. Vest, cashier. The new ship *El-Sud*, being built here at a cost of \$500,000, will be launched in November. It is now estimated that the total loss from the big fire here will aggregate \$55,000.

The Newport News Building & Loan Association paid an annual profit of 34 1/2 per cent. for the year ending July 31.

A carriage repository has been established by L. G. Joynes.

The German-American, Queen of Liverpool, Portsmouth, North British & Mercantile, Aetna and Phoenix Insurance Companies were affected by the recent fire.

The burned district is already a scene of activity, and some of the handsomest buildings in the city will be erected at once. Several large business blocks, as commodious as any on Washington avenue, will be commenced this week and pushed to completion.

Steps are being taken by the Board of Trade to provide better protection against fire. Negotiations are pending for the purchase of a chemical engine and other apparatus, and an engine from a Baltimore firm will be the first one given a trial.

The value of exports from Newport News to foreign countries in July amounted to \$410,074.

The board of supervisors of Warwick county have awarded the contract for the new courthouse to G. H. Evans, of this city. His bid is \$17,735.

## Buena Vista (Va.) Notes.

BUENA VISTA, VA., August 10, 1891.  
*Editor Manufacturers' Record:*

The Norfolk & Western Railroad will commence work at once on its new enterprises here, and a party of civil engineers has been engaged for the past few days in laying out the ground for the new \$40,000 passenger station. It will be on a beautiful block of land 400x235 feet, and will be 115 feet long by 47 feet wide. The material will be native sandstone. Mr. Geo. T. Pearson, of Philadelphia, is the architect, and J. C. Jones, of Basic City, the contractor. The block of land was donated by the Buena Vista Co. Other movements contemplated by the Norfolk & Western embrace the erection of a new freight station, a roundhouse and a depot of construction and supplies.

Workmen are engaged in the construction of the new Lutheran church. It will be of the Gothic style of architecture, 32x56 feet in size, and of brick and stone. In addition to this the Catholics will shortly commence work on a new church, and the new Methodist church is just receiving its finishing touches.

Mrs. C. A. Barnewall, of Mobile, Ala., and J. A. De Priest are erecting new

dwellings, and a number of other houses are going up in different parts of the town.

The shipments of pig iron by the Buena Vista Iron Co. for the week ending August 1 was 27 cars of 20 tons each.

The glass works are nearing completion and will be put in operation at the earliest possible moment. The bricks for building are being burned at Savernake.

Work is progressing rapidly on the bridge across North river to West Buena Vista.

The new Norfolk & Western siding, commencing at the Rarig Boiler & Machine Works and running north, is being extended to accommodate all the large plants in that section.

## Cheering Assurances from High Authority.

The financial situation abroad is brightening. A statement made by an authorized representative of the Bank of England which gives a promising color to the financial picture has been issued, and in view of the well-known conservatism of that great institution this pronouncement would not have been given out unless the financial horizon fully warranted it. Circumstances have been pointing in a favorable direction for several weeks, but the changes in the situation are now so clearly evident that an authority which has become an authentic oracle upon financial affairs may with safety make known its views.

Mr. Lidderdale, the governor of the Bank of England, on Saturday consented to an interview with a representative of an American journal and authorized the statement that there was no basis for the reports of a great financial disaster impending in Great Britain; that but one banking house throughout the United Kingdom was at all in danger, and its affairs were well in hand; that the losses which have occurred have not affected the solvency of the losers, and that there will be no failure of importance on that side of the water.

"Just now," said Mr. Lidderdale, "the investing spirit is dead and money is piling up. It will be a long time before the lesson is forgotten, but of course the lesson will be forgotten. I have been averse to making any declaration on the situation because of my official position as head of the Bank of England, but I consent because I am aware of the strong efforts that have been made in America and on the continent to create a panic without any excuse."

The significance of this statement is less in the words with which the views are clothed than in the fact that a favorable statement has emanated from this source and in its effect as a means of restoring confidence. It would not have been made if any doubt existed as to the future condition of finance. It is not given out for effect. It is open to no suspicion, but will be accepted by the financial world throughout the entire globe as an official declaration that the crisis has passed, and hereafter the patient will speed on toward a complete recovery.

The condition of the Barings, whose connections with the South American nation which has been the seat of financial disorder are closer than that of any other important firm, is cited as an example of the soundness of the financial situation. In the period of stringency, whose first manifestation was their own embarrassment, they have so far recovered as to be able to reduce a debt owing to the Bank of England from £22,000,000 to £7,000,000. Mr. Lidderdale states that one reason why the critical conditions which have been so long present could be met and overcome was that syndicates and trust companies, which have been the outgrowth of recent times, have distributed the losses to an extent which prevents them from becoming dangerous.—*Journal of Finance.*

## The American Association, Limited.

The following is from the London (Eng) City Leader, one of the most conservative and reliable of the financial papers of Great Britain:

"With the opening of the railway between Cumberland Gap and Knoxville, the completion of the Watts' steel furnaces, the South Boston Iron Works and other industries at Middlesborough, and the present large output of coal from the mines at Mingo mountain, it may safely be said that the American Association has fairly completed its herculean task. Four and a half years ago the directors of this company entered into possession of about 60,000 acres of mineral land on the borders of Kentucky and Tennessee. Without railway communication, and having no population in the district to speak of, there has now been established on this property the largest and most important industrial center between Cincinnati and Knoxville. The association has tunneled the Cumberland Gap mountain and constructed a railway to Knoxville, a distance of 73 miles. This line is now earning from \$3,000 to \$6,000 per month, and as soon as the huge steel plant and iron furnaces at Middlesborough commence operations, it is anticipated that the present earnings will be quadrupled. On Monday last the directors summoned an extraordinary general meeting of the association in order to obtain the approval of the shareholders to a scheme for raising £300,000 by means of debentures. This, as the chairman explained, was rendered necessary, owing to the commercial depression in the States and the consequent failure of the construction company to complete the railway, which had to be finished by the association. This difficult undertaking is now completed, but it has proved a heavier drain upon the resources of the company than could possibly have been anticipated. Building a railway in England with elaborate surveys and the ordinance map for reference, and building one in Northeastern Tennessee with no such reliable surveys and but imperfect geological data, are two very different matters, and there is every reason to congratulate the directors upon the successful termination of their arduous task. A sum of £150,000 had to be raised in order to complete the work, and it was considered that the best way to repay this temporary loan and refund the cash out of pocket was by the issue of debentures.

"With the rapidly growing towns of Cumberland Gap, Harrogate, Arthur, and the nucleus of six other towns between Middlesborough and Knoxville, there is every probability of the railway earnings being sufficient to meet the debenture interest. An additional security, however, exists. The output of coal in the near future is estimated at 1,500,000 tons per annum, yielding about £30,000 in royalties yearly, and upon the numerous furnaces and iron-making plants in Middlesborough commencing work a large additional revenue will be derived from royalties upon the output of iron ore. Therefore the possibility, anticipated by one shareholder, of a default in the interest upon the debentures is very remote, and so long as the present directors are in office there is no probability of the shareholders' property suffering from the floating charge thus created. The security for the loan is exceptionally good, the guarantee covering the whole assets and undertaking of the association, valued at £503,362. The directors, however, do not include the bonds issued by the construction company upon the railway. These bonds at present have only a speculative value, but the board anticipates that as soon as the railway can demonstrate its earning power their value will be considerably enhanced, and it is hoped, by

disposing of them to advantage, to redeem the whole of the debenture issue. The right has therefore been reserved by the directors to call in any or all of the debenture debt upon giving six months' notice to the holders of the bonds. Although not specified in the resolutions submitted, it is intended that the debentures shall carry 5 per cent. interest per annum, and to issue them at 10 per cent. discount, which will make them, so far as regards value, one of the best securities for money. Mr. Watts, of the Watts Steel & Iron Syndicate, Middlesborough, who is also a large shareholder in the American Association, and who had visited the property, made a very important statement regarding the value and extent of the coal and iron ore deposits. Recognizing the unique position of Middlesborough, he had formed a syndicate with a few friends to put up a large steel plant there, which in a few weeks, he said, would be in operation. It is certain that Northern manufacturers in the States would not go South if they did not see a very ample margin of profit to repay them for the trouble of moving their homes and factories. There is ample testimony of practical men that in Middlesborough and its vicinity is found the cheapest condition for working the raw materials that are to be found in the United States.

"Irrespective of the towns springing up on the Tennessee side, there are many railway surveys being carried out north of Cumberland Gap, all of which must converge towards Middlesborough, and the traffic on which will increase the commercial prosperity of that city. It is, therefore, only a question of time before the town raised by the American Association becomes the center of perhaps the largest coal mining and iron manufacturing district in the States. One of the directors, who is well known as a shrewd and careful financier, has offered to find purchasers for £100,000 of the debentures if the shareholders find the remaining £200,000. It is scarcely probable that Mr. Pollock would have given this guarantee if he was not perfectly satisfied that his friends would be well secured, and also that he as a large shareholder was in a fair way to pay back the mortgage and still retain a good profit for himself upon his shares. In the circular issued by the directors before the meeting the present position and prospects of the company were dealt with very fully, and seem to justify the remark that the outlook for the company was never so good as it is to-day."

## The London Money Market.

The London Economist of August 1st says: "After falling steadily during the early part of the week, discount rates are now a shade firmer, for although there is a superfluity of loanable capital, the circulation of rumors as to impending financial troubles has made bankers careful as to the paper they deal with, and cautious as to tying up money. There is every reason to believe that these rumors are in the main unfounded. It is quite true that in certain quarters very considerable difficulty is experienced in carrying the burdens too recklessly assumed while the speculative mania was raging. That is a matter of public notoriety, and the knowledge of it makes people disposed to give weight to any adverse rumor that is set afloat. But progress in the liquidation of liabilities too freely undertaken is being made, the difficulties of the position are being gradually overcome, and we are slowly working round to a healthier state of affairs. That here and there the stream should prove to be too great to be withstood is only what is to be expected, but there is certainly no such general unsoundness as the propagators of alarmist rumors allege. It is not to be regretted, however, that bankers are less disposed to beat down rates, for these are already quite low enough."

# LEXINGTON, VIRGINIA.

THE ATHENS OF THE SOUTH.

The Seat of the Virginia Military Institute and the Washington and Lee University.

The Very Center of the Tremendous Development of the Shenandoah Valley. Equi-Distant from Glasgow and Goshen, from Buena Vista and Cornwall.

THE MOST DELIGHTFUL PLACE OF RESIDENCE IN VIRGINIA.

## THE LEXINGTON DEVELOPMENT COMPANY

Has acquired beautiful lands bordering the corporate limits, laid them out into streets and lots, secured large and valuable industries, and now offer its lots to the public. These lots furnish an opportunity to secure homes in this town of 4,000 cultivated refined people, the capital of the county of Rockbridge, where living is good and cheap, where educational facilities are unsurpassed, and where chances for profitable speculation could not be better. These lots will be sold at low prices and upon favorable terms. There will be no auction sale, but purchasers can buy at any time through the real estate agents. Address

J. D. H. ROSS, President, or J. McD. ADAIR, Secretary and Treasurer.

## THREE REGULAR STEAMSHIP LINES

HAVE JUST BEEN ESTABLISHED ON FIVE-YEAR CONTRACTS TO RUN FROM

# Newport News, Va.

TO

## LIVERPOOL, LONDON AND GLASCOW.

### Newport News

Is the most rapidly-developing new seaport in the world.

It is the only port South of Baltimore that has a regular Steamship line to Europe.

It has three and others are under negotiation.

It has a 1,500,000 bushel grain elevator.

It will ship millions of bushels of grain this summer and fall.

It ships about 1,000,000 tons of coal a year to New England ports.

It has splendid piers and wharves, and a harbor big enough and deep enough to accommodate the "navies of the world."

It has the largest and best Iron and Steel Ship Building Yard in America, built by Mr. C. P. Huntington at a cost of \$3,000,000, now employing about 2,000 skilled mechanics, to be increased to 5,000.

IT IS THE FUTURE GREAT SEAPORT AND INDUSTRIAL CITY OF THE SOUTH.

Unequalled advantages for many lines of manufacturing and for general business.

FOR INFORMATION ADDRESS

C. B. ORCUTT, President Old Dominion Land Company,

No. 1 Broadway, New York.



## NORFOLK, VA.

## THE GREAT SOUTHERN SEAPORT.

Attention of manufacturers and others seeking investment or establishment in the South is called to the following facts:

Norfolk has the most magnificent natural harbor of the Atlantic Coast, having no bar to block its entrance, being within 25 miles of the ocean, sheltered from all vicissitudes of weather, always free from ice, with sufficient depth of water for the deepest draft vessels.

Hampton Roads, at the confluence of the James and Elizabeth rivers with the Chesapeake bay, is easy of access, navigable for vessels of any size or draft.

It has been designated by Congress as the rendezvous for the navies of the world in 1892-'93.

A 26-foot channel, well marked with buoys and light houses, leads to the wharves of Norfolk, and above the city to the Navy-yard.

Seven broad-gauge and two narrow gauge railroads, controlling an aggregate of over 17,000 miles, put Norfolk in connection with all the points reached by railroads in this country, and two

The water supply is derived from large lakes of spring water seven miles distant, good not only for household use, but admirably adapted for manufacturing purposes, being absolutely free from all those substances that corrode boilers.

The climate, tempered by the proximity of the Gulf Stream, is mild. There is hardly ever ice or snow to interfere with out-door work or exercise.

The city is lighted with electric lights, and has as fine a fire and police department as any in the country.

All denominations are well represented in churches.

There are two good hospitals, one in charge of the Sisters of Charity, and the other under the Protestant organization of the city.

Educational advantages are excellent, there being a thorough system of public schools, together with numerous private seminaries for both sexes.

There are two good theatres, at which the best companies stop on their pilgrimages from the North to the South.

This is one of the largest pine lumber markets in the South; 300,000,000 feet were shipped in 1890.

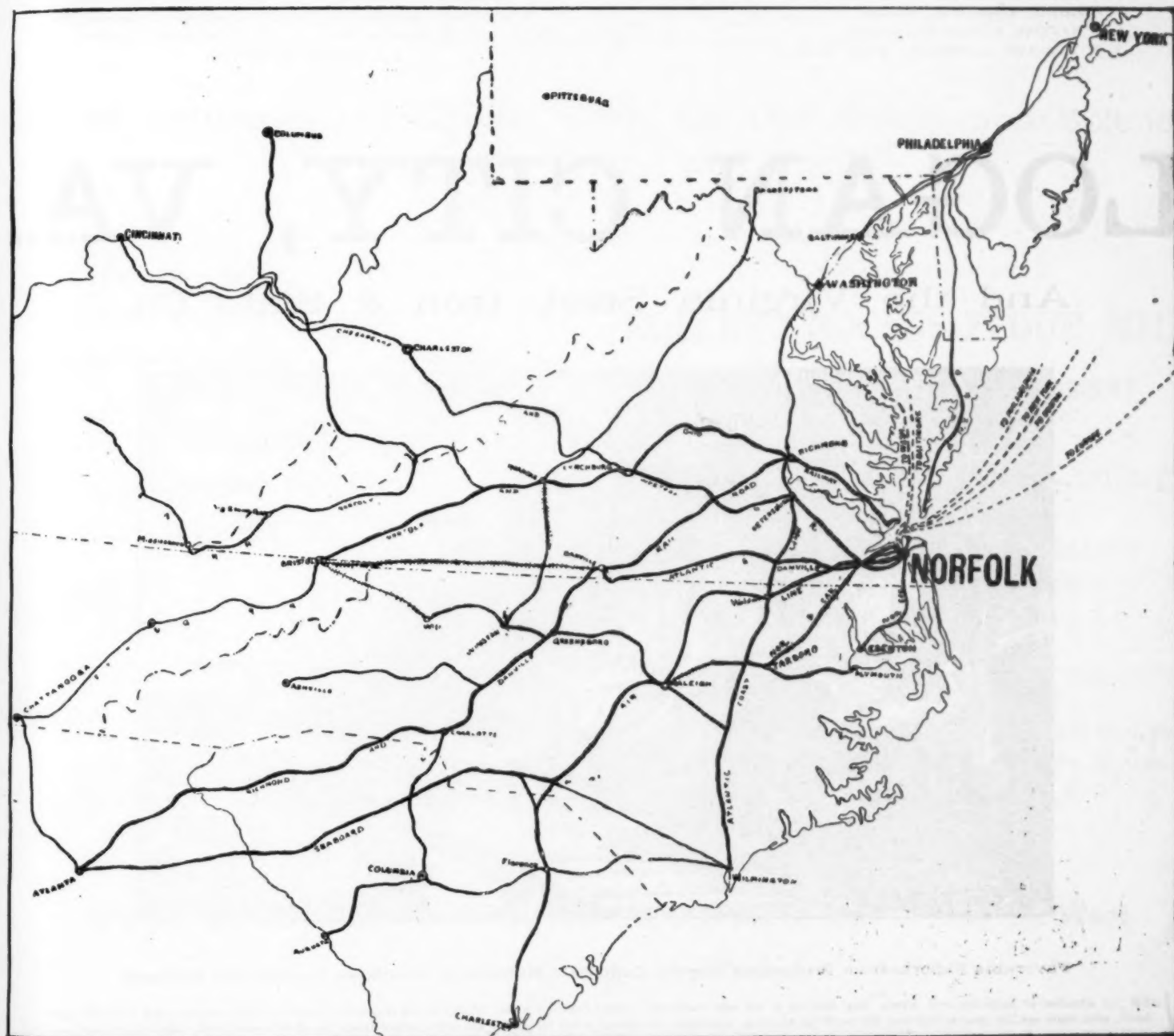
The best bituminous coal and coke are supplied by the C. & O. R. R. and N. & W. R. R.

Pig iron is delivered here by these two railroads.

Roller iron and all of its products can be promptly and cheaply freighted by water to all of the leading seaports.

600,000 bales of cotton are annually marketed here, which makes this the most desirable point for the manufacture of cotton goods in the United States, superior to inland towns throughout the cotton belt, because a factory located in these is dependent on the local product marketed in three or four months, after which it has to draw from distant points or carry a sufficient stock for the year, or if the quality or grade in the locality is unsuitable, it is subjected to the expense of freight from distant points; but Norfolk being a large cotton market, not only furnishes an assortment of grades and quality, but enables the manufacturer to purchase his stock all the year.

It is superior to other seaports from its accessibility to New York, Boston and other markets or such supplies as the manufacturer frequently needs on short notice, while its railroad lines to the interior distribute goods to all points.



canals connect with the Sounds through the Carolinas.

First-class steamship lines ply to Boston, Providence, New York, Philadelphia, Baltimore, Washington, Richmond and other points on the Coast and Sounds.

Norfolk is within 20 hours of Boston by rail and 40 by water.

12 hours of New York by rail and 21 by water.

10 hours of Philadelphia by rail and 18 by water.

8 hours of Baltimore by rail and 12 by water.

7 hours of Washington by rail and 12 by water.

2½ hours of Richmond by rail.

23 hours of Cincinnati, and 34 hours of Chicago and St. Louis by rail.

A regular line of passenger and freight steamships ply to the Brazilian ports, and steamships, chartered mostly for the carriage of freight, ply to Liverpool and other European ports.

In 1883 the aggregate trade of Norfolk was placed at \$38,200,436, while five years later, in 1888, it had risen to \$65,011,656; in 1889 it increased to \$75,000,000, and in 1890 to \$100,000,000. The vessel tonnage of Norfolk in 1870 was 13,502 tons, cargoes valued at \$386,594; in 1880 it increased to 103,608 tons, valued at \$11,116,595; in 1887, 237,884 tons, valued at \$14,714,404; for the year 1890 the tonnage reached 582,846, valued at \$15,197,095.

It will be hard to find a parallel case in this country in two decades showing an increase of tonnage from 13,502 tons in 1870, valued at \$386,594, to 582,846 tons in 1890, valued at \$15,197,095. The population of Norfolk, including Portsmouth, Berkley and other suburbs, is 70,000; the increase within the city limits has been 61 per cent. in the last ten years.

This increase, with the growth of business and enhancement of value in property of all kinds, is turning the attention of capitalists and investors to this point.

The City of Norfolk has a complete system of sewerage and is well paved.

The healthfulness of the climate, as exhibited by the death rate, is not surpassed by any city in the country, the percentage being in 1890 16.90 to the 1,000.

In addition to the manufacture of cotton and iron, there is at Norfolk opportunity for profitable manufacture of furniture and all articles made of wood, such as ash, oak, pine, poplar, cedar, cypress, juniper, gum, and for the manufacture of saies, stoves, hardware, sash, door and blinds, etc.

The cost of labor ranges from \$1 to \$1.50 per day for unskilled men, and \$2 to \$3 for skilled men; females 50 cents to 75 cents a day unskilled, and 75 cents to \$2 a day for skilled; boys 35 cents to \$1 per day; girls 25 cents to \$1.25 per day.

The above quotations are for white labor.

Unskilled negro labor can be employed at 80 cents to \$1 for men and 50 cents for women.

Norfolk has been exempt from those labor troubles and strikes which have characterized Northern manufacturing cities.

The surrounding country being the great vegetable-growing section of the seaboard, and the rivers and bays being filled with the finest fish and oysters, make living cheap and healthy.

Although in banking facilities Norfolk is fairly well supplied, there being nine banks with an aggregate capital of about \$1,000,000 and aggregate deposits of about \$5,000,000, there is, however, a good opening for another bank.

Norfolk offers a field for the establishment of jobbing houses in dry goods, boots, shoes, hats, caps, notions, drugs, tinware and all other kinds, excepting wholesale groceries, in which she is well supplied.

The country lying to the southward west of Norfolk furnishes the markets to which goods from here are distributed in exchange for cotton, corn, wheat, peanuts and other crops.

The NORFOLK INDUSTRIAL DEVELOPMENT CO. has been organized for the purpose of furnishing information and assisting the establishment of manufacturing enterprises.

Free sites can be obtained on the railroad lines around the city, and reasonable subscriptions will be made to the stock of manufacturing enterprises, provided they are meritorious, but no proposition will be entertained from any but bona fide concerns, using good machinery and stocked on a business-like basis.

Capital invested in machinery is exempted from taxation for ten years, and will probably always continue so.

For further particulars, address

WALTER F. IRVINE,

SECRETARY NORFOLK INDUSTRIAL DEVELOPMENT CO.

## VIRGINIA IN THE LEAD!

### VIRGINIA STEEL, IRON & SLATE CO., Richmond, Va.

Capital \$2,000,000, in Shares of \$100 each, par value,

Chartered under the laws of Virginia.

#### OFFICERS.

F. T. ANDERSON, Howardsville, Va., President and General Manager.  
I. E. GAINES, Richmond, Va., Treasurer.  
J. G. HANKINS, Richmond, Va., Secretary.  
T. P. WILLIAMS, Lynchburg, Va., Mining Engineer.

#### BOARD OF DIRECTORS.

F. T. ANDERSON, Richmond, Va. ALEX. CAMERON, Richmond, Va.  
H. W. FLOURNOY, Richmond, Va. S. BLANCHARD, Richmond, Va.  
WM. G. TAYLOR, Richmond, Va. T. P. WILLIAMS, Lynchburg, Va.  
J. J. HICKOK, Richmond, Va.

# LOGAN CITY, VA.

And the Virginia Steel, Iron & Slate Co.



#### Favorable Reports from Professors Rogers, Campbell, McDonald, Hotchkiss, Procter and Williams.

WHEN the attention of capitalists and others was directed to the vast resources of the South, some years ago, the general rush then was for North Alabama; afterwards the claims of North Georgia, North Carolina and East Tennessee commanded notice, but now "Old Virginia" has the lead, and in the heart of Virginia's Mineral or Piedmont Section is LOGAN CITY, on the borders of the counties of Albemarle, Nelson, Buckingham and Fluvanna.

LOGAN CITY is so situated that the numerous leads, veins and deposits of steel-making ores, gold and copper ores, slate and soapstone, limestone and manganese and other valuable minerals are on every side, in every direction, and near at hand. Nature has wondrously favored this place as a location for furnaces, ferro manganese works, slate and stone works, woodworking plants, factories, lumber mills, woolen mills and other mills and works, which altogether would make Logan City a great city of diversified industries. The different works could defy competition and would pay handsome profits; and the shares of the Virginia Steel, Iron and Slate Company, of Richmond, Va., would become valuable. Eminent geologists and mining experts have visited and examined the mineral section and leads of ores near Logan City, and their favorable reports are printed in the prospectus of the company, which, besides official statements, reports, analyses of ores, etc., contains a number of views photographed from different points. The capital of the

Company is two million dollars (\$2,000,000), in shares of \$100 each, and that every two shares carry a free lot bonus; and every twenty shares (\$2,000) will carry a villa site (not less than one-half acre) in addition to ten lots in Logan City.

The payments for shares are easy, namely, five dollars at time of subscription, and not more than ten dollars per share is to be paid at each assessment, and assessments in no case to be made oftener than once a month. About 4,000 acres are suitable for a residence and business city, and the balance of the properties which have been secured (about fifteen thousand acres) are selected mineral tracts. No place in the South offers better advantages for investors, manufacturers, etc., than Logan City, and no company has better or brighter prospects before it than the Virginia Steel, Iron & Slate Company. Send for a prospectus to Richmond, Va., and be convinced. Free sites and other privileges will be granted to manufacturers and others who will establish works and industries at Logan City.

In the prospectus will be found a highly favorable report from the pen of Prof. John R. Procter, Chief State Geologist of Kentucky, and a most practical report from the practical and experienced mining expert, Thos. P. Williams, M. E., who has had nearly forty years' experience in the mining and geological world.

WRITE FOR ANY PARTICULARS TO THE

VIRGINIA STEEL, IRON & SLATE CO., - RICHMOND, VA.



# LAWRENCEBURG, TENN.

A Coming Residence and Industrial City, Educational Center and Health Resort.

Small Industries Wanted to Work Up Our Cheap and Splendid  
TIMBERS AND PIG IRON.

No place like it for  
FURNITURE FACTORIES,  
CARRIAGE WORKS,  
CARRIAGE AND WAGON TIMBERS,  
AGRICULTURAL IMPLEMENT WORKS,  
CHAIR FACTORY,  
BARREL FACTORY,  
TOOTHPICK FACTORY,  
WOODEN PIPE FACTORY.  
ANYTHING OF WOOD.

Or  
MACHINE SHOP,  
FOUNDRY,  
Or ANYTHING OF IRON.

LAST WEEK WE LOCATED A

**ROLLER PROCESS FLOUR MILL,**

**A GOOD WOODWORKING ESTABLISHMENT**

— AND A —

**Male and Female College.**

**A CANNING ESTABLISHMENT**

Is promised for next fall.

Every person who visits Lawrenceburg is impressed with advantages of its location.

Not a wheel has stopped during the recent hard times. Our factories are all making money, and there is room for many more.

**SMALL INDUSTRIES--DIVERSIFIED INDUSTRIES, That Is What We Want.**

Some Excellent Investments can be Made in Lawrence County Timber and Mineral Lands.

ADDRESS

**V. S. PEASE, Secretary,**

**Nashville, Tenn.**

**THE LAWRENCEBURG LAND & MINERAL CO.**

Or Room 63, 185 Dearborn St., Chicago, Ill.

Lawrenceburg, Tenn



TREDEGAR

postoffice,

Come  
and  
See What  
We've  
Got.

Jacksonville,

ALABAMA.



ALEX. A. ARTHUR,  
President.

FRANK WATTS,  
Vice-President.

JOHN B. CARY,  
Secretary and Treasurer.

# The Middlesborough Town Company.

Capital - - \$3,000,000.

OFFERS TO

Manufacturers, Merchants, Bankers, Investors,

AND TO ALL OTHERS SEEKING A LOCATION TO BUILD

Factories, Foundries, Stores, Warehouses, Repositories, &c.,

REASONABLE INDUCEMENTS TO SELECT

# Middlesborough, Ky.

AS A PLACE OF

RESIDENCE OR FOR BUSINESS.

Her Mineral and Timber Wealth is Unbounded and Inexhaustible.

Her Location is Unequalled.

Her Climate is Unexcelled in this Country.

Her Growth and Marvellous Deve'opment Stand Unparalleled in History.

Her Industries, Manufactories and Commerce aggregate the sum of \$21,000,000 of Capital actually invested.

She Enjoys Postal, Telegraph, Express, Banking and Insurance Facilities with all the Business World.

She has easy Communication by Rail with all Sections of the Country.

She has better Coking Coal than can be found elsewhere.

She is only Two Years Old and already has a Population of 8,000 People.

She has already two large Iron Furnaces completed, an immense Steel Plant, a mammoth Tannery in operation, a Brewery, Cold Storage and Ice Manufacturing Plant, Gun and Heavy Ordnance Works, a Telephone System, a Belt Railroad twenty-three miles long, an Electric Street Car System, Water Works, Electric Lights and hundreds of smaller plants of every description.

FOR ILLUSTRATED BOOKS, CIRCULARS AND ALL OTHER INFORMATION, ADDRESS

JOHN M. BROOKS, - Resident Manager,

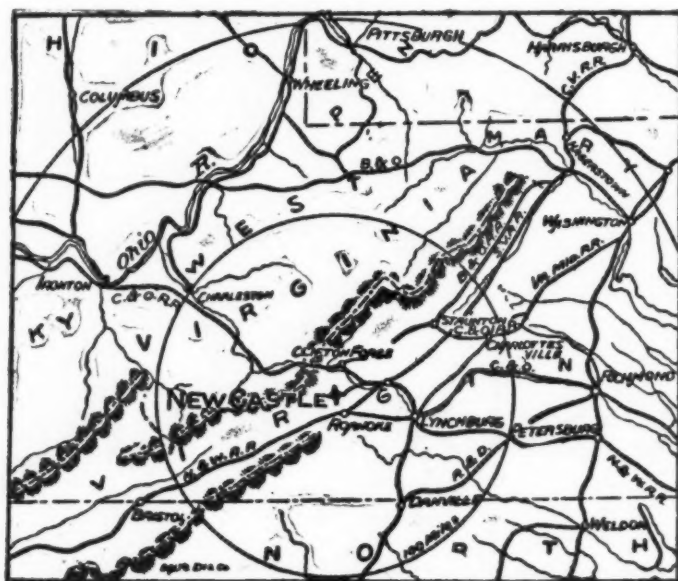
MIDDLESBOROUGH, KY.

# NEW CASTLE, <sup>Craig</sup>County, VA.

## THE IRON BONANZA,

Convenient to Fuel Supply.

*A City of Immense  
Possibilities without  
a Rival in all that  
goes to Create  
Wealth and Power.*



*A Home for Invalids  
in which to  
Lengthen out their  
Lives, and for all  
to be and Remain  
Healthy & Happy.*

*PARADISE OF THE HUNTER AND HEALTH SEEKER.*

**Future City of the Alleghanies and  
Center of Iron Production.**

**Commodious Hotel for the Entertainment of Summer Guests.**

**2,000 TOWN LOTS FOR SALE.**

FOR INFORMATION ADDRESS

**A. E. HUMPHREYS, Prest., New Castle, Va.**



# THE BEST INVESTMENT ON THE MARKET

IS THE STOCK OF THE

# EAST RICHMOND CO.

Par value of shares, \$25. Payments each month per share, \$1.00. Twelve shares, costing \$12 per month, or \$300 in all, entitles the holder to one lot free, the lot to be decided by a drawing. The \$300 worth of stock participates in all the profits of the Company derived from the 3,000 lots left to the Company after the drawing and those reserved for free sites to factories and all other interests of the Company.

East Richmond consists of about 1,000 acres of manufacturing and residential property, the most desirable around Richmond, the center of which is only two and a-half miles from the City Hall, the center of the city. For the purchase and improvement of this property the Company issues \$1,000,000 of stock as described above. The Company has secured factories which

## WILL EMPLOY 1,000 HANDS.

These buildings are now being erected, and will be in full blast in three months. This will give East Richmond a population of several thousand in the near future, residences for which are contracted and now being erected. Considering the above, with its close connection to Richmond proper, as described below, East Richmond offers a golden opportunity for investment.

Population of Richmond and suburbs,	-	105,000
New houses per annum,	- - -	1,200
Banking capital,	- - - -	\$4,500,000
Bank clearings,	- - - -	\$112,000,000
Number of manufactures,	- - - -	783
Different kinds of manufactures,	- - - -	99
Increase in 1890,	- - - -	59
Value of manufactured products,	- -	\$34,500,000
Jobbing sales	- - - -	\$32,000,000
Miles of electric street railway,	- - - -	27
Miles of horse street railway,	- - - -	10

## 10,000 MILES OF RAILROADS

Center in Richmond. Water navigation to all points of the world. No point in the whole country can offer such inducements as the East Richmond Company. The lots drawn with the stock will be very valuable. At a recent sale lots the same distance from the city brought \$500 and \$600. For full information address

DAVID W. REINHART, General Manager, 819 E. Main Street, Richmond, Va.

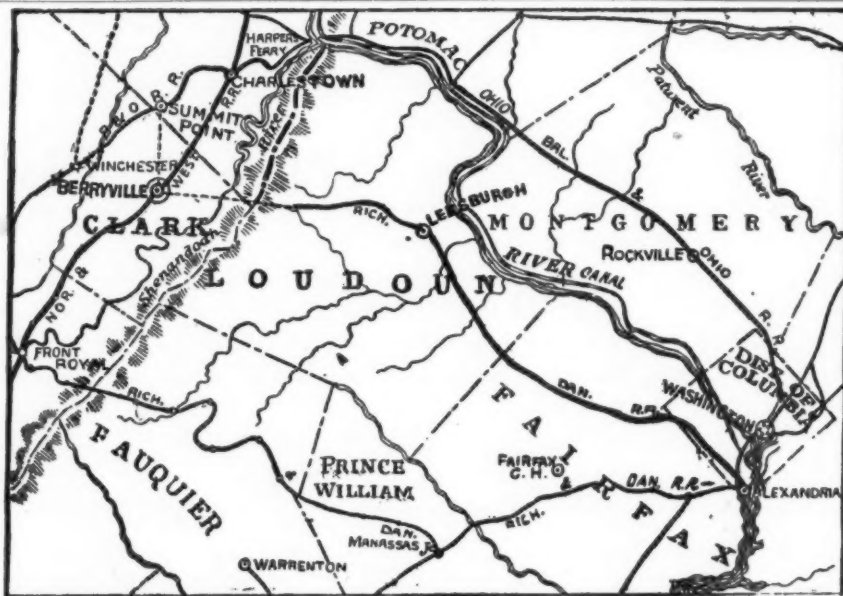
## A RARE OPPORTUNITY FOR INVESTMENTS.

# Berryville, Clarke County, Virginia.

★ IN THE LOWER SHENANDOAH VALLEY. ★

Within 65 Miles of Washington and 105 Miles of Baltimore on the Norfolk & Western Railroad, and on a Projected Connection with the Baltimore & Ohio Railroad by a Line 6½ Miles in Length.

IRON ORE.  
CHEAP FUEL,  
READY ACCESS  
TO MARKETS,  
FINE CLIMATE,  
FERTILE LANDS,  
GOOD DRAINAGE.



ABUNDANCE OF  
PURE MOUNTAIN WATER  
FOR DOMESTIC  
AND MANUFACTURING  
PURPOSES.

THE BERRYVILLE LAND & IMPROVEMENT COMPANY is Preparing to Put on the Market by Early Spring ONE THOUSAND LOTS FOR BUSINESS AND RESIDENCE PURPOSES.

FREE SITES OFFERED for Manufactories. Commodious and Substantial HOTEL in Process of Construction.

SEND FOR PROSPECTUS AND OTHER PRINTED MATTER. ADDRESS

BERRYVILLE LAND & IMPROVEMENT CO., Berryville, Virginia.



# As A LOCATION for Manufactures

Of Iron and Wood and for General Industrial and  
Business Enterprises,

## FRONT ROYAL, VA.

INVITES INVESTIGATION.

---

Its location, at the junction of the Norfolk & Western Railroad (Shenandoah Valley line) and the Richmond & Danville's branch, give it excellent transportation facilities. It is only a few hours' ride distant from Washington.

The Norfolk & Western's direct line to Washington will be built from Front Royal.

---

*There is no Finer Agricultural Country in the World than the Famed Shenandoah Valley, in which Front Royal is Located.*

---

A WIDE RIVER WITH SWIFT CURRENT FURNISHES WATER POWER  
AND MAKES DRAINAGE PERFECT.

---

Front Royal is a Prosperous Town, with an Extensive Mercantile Business  
and Many Manufacturing Enterprises in Operation and  
Under Construction.

---

INVESTIGATION OF ITS ADVANTAGES IS INVITED BY THE

Front Royal--Riverton Improvement Company,

FRONT ROYAL, VIRGINIA

## TO TIMBER LAND BUYERS.

We Offer for Sale to Cash Buyers Several Choice Tracts of  
Western North Carolina

# HARDWOOD TIMBER LANDS,

At \$3, \$4 and \$5 per Acre.

THESE LANDS are Timbered with Poplar, Oak, Hickory, Chestnut, and other Hardwoods. The

Stumpage has been variously estimated by different mill men to cut from 6,000 to 15,000 feet of merchantable Timber to the acre.

Reckoning the Stumpage at the low price of \$1 per thousand, the STUMPAGE ALONE will yield many times the price of the lands. [We want our money to improve town property with.]

Two-thirds of the land, when cleared, will be of value for agricultural purposes; one-third is adapted for corn and other cereals, and one-third for fruit-raising and tobacco culture.

These lands are in the so-called "Thermal Belt"—fruit growing and grape culture. In the bright-leaf tobacco belt In the all-the-year-round resort section.

Within eighteen miles of where George Vanderbilt is building a million-dollar palace.

In a section of country that is rapidly developing a good local market for all grades of lumber.

Seven to nine miles from one railroad.

Four to eight miles from another.

Thirty-three-cent rate to Boston and New York.

Projected railroads will run two miles from one tract, four miles from another.

### TITLES GUARANTEED.

*7,200 Acres in one tract.*

*4,500 Acres in another.*

*2,000 Acres in another.*

J. MATHEWS,

SECRETARY GLEGHORN CO.

Rutherfordton, N. C.

These lands will not remain on our hands long at the above-named prices, and our advice to intending buyers is "Don't wait to correspond, but come at once, look the lands over and secure these undoubted bargains in timber lands."

J. MATHEWS, Secy.



# Rutherfordton, North Carolina.

Population: 750 in 1890, 1,500 in 1891.

## RAILROADS.

CAROLINA CENTRAL RAILROAD (Seaboard Air Line.)  
CHARLESTON, CINCINNATI & CHICAGO RAILROAD.

The above were built to this place only a few years ago.

The following are PROJECTED RAILROADS.

Asheville & Rutherfordton Electric Railroad.  
Spartanburg, Rutherfordton & Cranberry Railroad.  
Knoxville Air Line, extension of the Carolina Central.

## RESOURCES.

*HARDWOOD TIMBER, all varieties abundant.*

Untouched Forests of Oak, Poplar, Hickory, Chestnut, etc., etc.

*IRON ORES,*

From which iron was made for years in this vicinity in a crude way for local consumption.

FERTILE FARMING COUNTRY.

FRUIT GROWING,  
THE THERMAL BELT.  
GRAY GRANITE.  
FIRE-CLAY.

## ADVANTAGES.

*AS A HEALTH RESORT.*

The Finest Climate, Superior Drainage, Pure Water, Medicinal Mineral Springs.

*AS AN INDUSTRIAL CITY.*

Cheap Fuel, Cheap Supplies, Cheap Labor.

*AS A HOME,*

Good Schools, Good Churches, Good Society.

## PROSPECTS.

Within a few years RUTHERFORDTON will become

*A RAILROAD CENTER,*

The Base of Supplies of a Great Lumber District.

*A MANUFACTURING CITY.*

of No Small Importance.

*AN ALL-THE-YEAR-ROUND RESORT.*

**NOTE.**—Three-fourths of all the desirable lot property within the corporate limits of Rutherfordton, is the property of



FREE SITES  
DONATED TO MANUFACTURERS.



# IN WINSTON-

THERE IS REAL ESTATE

In North Carolina, and Conspicuously so in Winston-  
Than Anywhere Else

If you keep pace with the development of this great nation you know that this is North Carolina's year. In percentage of increase of population she leads every Southern State east of the Mississippi river, West Virginia and Florida alone excepted. If you know anything about this vast empire of mineral, timber and agricultural wealth you know Winston-Salem has more established factories, does more business and has brighter prospects for a great future than any other city in North Carolina.

As prices are low and a great development here in progress, this is the place to buy town lots. Even during the midsummer, there has been a steady demand for city property, 90 per cent. of which was for immediate use for stores or residence purposes.

Now is the time to buy. There will be a season of unprecedented activity in Winston-Salem this fall, and you can get in on the ground floor figures just now.

There are about 12,000 more people in the twin cities now than in 1880. This growth was made without any artificial aids, and represents just that many more manufacturers, business men and wage workers.

There have been marketed in Winston in the past nine months 14,000,000 pounds of leaf tobacco. The end of the tobacco year will probably see 3,000,000 more pounds marketed here. The average price paid is about 12 cents a pound. There are less than 30,000 people in Forsyth county. So there is paid out in hard cash for this one item at least \$60 per head per annum for every man, woman and child in the county.

There are 36 plug tobacco factories, and there are about seventy-five other factories—extensive wagon works, woolen mills, cotton factories, etc.—and they pay out over \$1,000,000 a year in cash for wages. This is over \$3,000 a day—nearly 25 cents for every man, woman and child in the city.

Is it any wonder that with such a stream of life blood being constantly pumped through her arteries Winston-Salem should be the most substantial, liveliest and best town of its size in the upper South?

There are 90,000 acres of timber land in Forsyth county alone—heavy oak forests, interspersed with hickory, walnut,

If you desire Lots in WINSTON-SALEM  
views, pamphlets or other

PETER M. WILSON, Manager West End Hotel & Land Co.  
F. M. SIMMONS, President Winston-Salem Land & Investment Co.

G. W. MASLIN, ——— Development Co.

W. F. ANDERSON, Manager North Winston Land & Improvement Co.

WINSTON-SALEM,



# SALEM, N. C.

## ACTIVITY RIGHT NOW.

Salem, there is More Development Work Now Going on in the Whole Country.

poplar and pine. Dozens of woodworking establishments find profitable employment for their capital. Does'nt it seem certain that dozens of others would find the field a profitable one?

Undeveloped coal fields, immense deposits of magnetic iron ore and acres of lime cliffs in the neighborhood, suggest possibilities in iron industries which are demonstrated in the development of new towns everywhere in the South.

Winston-Salem is the center of four railroads, and its North, South, East and West connections will soon be unsurpassed.

\$500,000 worth of new buildings were put up last year. There will be \$1,500,000 worth erected this year, including a \$100,000 hotel, and the demand is still far from being supplied.

Electric car lines, electric lights, telephone service, water works, Belgian block and macadamized streets are some of the necessary luxuries now enjoyed.

Having an altitude of more than 1,000 feet, with an average summer temperature of 80 degrees, and a mean winter temperature of 40 degrees, and an annual rainfall of 48 inches, it has an advantage in climate which has for a century given this section a great reputation for healthfulness.

The famous Salem Female Academy and the graded and military schools give unexcelled educational advantages.

There are seventeen churches, and the tone of the community is of the most elevated character. Salem is the center of the old Moravian settlement, and Winston is an energetic and in every respect creditable offspring.

Six conservative and responsible land companies offer for sale business, manufacturing and residence properties in and immediately adjoining the city, all within a mile of the public square.

There is no city in the South with so abundant a supply of such beautiful suburban residence property in all directions as Winston-Salem possesses.

The substantial basis upon which Winston-Salem is built, her wealth-producing power, her rich surrounding country, her present needs and her inevitable increase in every material way, invite the manufacturer, the capitalist, the investor, the builder and the mechanic from everywhere, and promise him sure and generous rewards.

or any of its additions, plats, birds-eye information, write to

JOHNSON & JONES,  
J. E. CATLIN,  
P. C. HUMPHREY or  
AMIS & SCOTT,

Real Estate Agents.

## NORTH CAROLINA.

# SAVERNAKE, *Rockbridge County,* VIRGINIA.

FOR 1891 Offers to the Investor a Most Desirable Opportunity for Profit.

## LOTS for Business and Residence Purposes

AT PRICES TO SUIT THE TIMES.

SAVERNAKE adjoins Buena Vista on the Southwest; fronts on Shenandoah Valley Railroad and on James River Division of the Chesapeake & Ohio Railway. High Grade Manganese and Iron Ores to steel and iron trades. Safety and profit to investors. Healthy and picturesque homes at moderate prices to lot buyers, notwithstanding the late depression due to monetary stringency and unusually severe weather.

The industries secured for Savernake have all been retained, and will proceed to build as soon as the weather permits.

### THE SAVERNAKE PRESSED BRICK COMPANY.

This Company, formed to manufacture from the superior clay deposits found at Savernake, the highest grade pressed, front and ornamental brick, is now erecting the pressed brick works,

CAPACITY 40,000 BRICK DAILY.

The capital of the Company is \$30,000, full paid. The grade of brick to be made here sells now for \$30 per 1000 at Buena Vista, and allows a very fair margin of profit, insuring large dividends to shareholders.

A limited amount of stock remains unsold.

Prospectus may be had and all information obtained by application at office of Savernake Pressed Brick Co., Savernake, Va.

It is expected that the works will be completed and in operation in thirty days.

### THE SAVERNAKE INVESTMENT CO.

The Savernake Investment Company has been organized under a very liberal charter, granted by the Circuit Court of Rockbridge county, Va. It is empowered to do a general

### CONSTRUCTION AND IMPROVEMENT BUSINESS,

to buy, sell, rent or lease real estate, to remove encumbrances from the same, to accumulate funds for investment, loans, manufacturing, banking commercial or other purposes, as may seem to the Directors most profitable.

The Company has purchased seventy-five residence lots and twenty-five business lots in the town of Savernake for \$35,000 of paid-up stock

in the Investment Company. The present market value of the above lots is \$62,500, thus leaving \$27,500 over and above the amount paid for the lots as a profit, belonging to the stockholders.

It is proposed to make the minimum stock of the Company \$70,000, to be divided into shares of \$50 each; 700 shares will be issued to the Company in full payment for the 100 lots purchased, and the remaining 700 shares (\$35,000) will be placed on the market on the following

### TERMS:

Ten per cent. at the time of subscription,	\$ 5 00
Ten per cent. on call of the Directors,	5 00
Ten per cent. every thirty days thereafter,	40 00
Par value,	\$50 00

The \$35,000 realized from the sale of the stock will be used in building upon and improving the lots purchased, or for other purposes named in the charter, as may be deemed most profitable by the Board of Directors.

ATTENTION is called to the fact that no Building or Investment Company yet organized at any of the new towns of Virginia has failed to realize large profits.

THE VALLEY INVESTMENT COMPANY, of Buena Vista, organized July, 1890, capital \$10,000, on October 1st, with a paid-up capital of \$4,000, showed net earnings \$6,000.

THE SOUTHWEST VIRGINIA INVESTMENT COMPANY, composed of Philadelphia capitalists, organized about two months since, with a capital of \$100,000, now shows profit of \$33,000.

THE HOME INVESTMENT COMPANY, of Buena Vista, commenced business about September 1st, 1890, with \$3,000 paid in, and on the 15th of October last, reported as actual undivided profits \$1,710, and an estimated profit of \$23,000, representing the difference between the cost of their property and the market value.

THE LEXINGTON INVESTMENT COMPANY commenced operations at Buena Vista about twelve months since, with a proposed capital of \$30,000. Paid \$10,750 for 50 lots; after collecting 50 per cent., declared the stock paid up, and could realize \$420 per share if the property were placed on the market.

When it is considered as a basis for the subscription of \$35,000 to the capital stock of the Savernake Investment Company that its 100 lots are paid for in full and represent a positive value of \$27,500 more than the amount paid for them, it must readily suggest to any one the very desirable character of this stock. Under the charter the following are the officers of the company for the first year:

### OFFICERS:

PRESIDENT, J. HOWARD WAYT, Staunton, Va.  
SECRETARY AND TREASURER, J. E. B. STUART, Buena Vista, Va.

VICE-PRESIDENT, THOMAS DUNLAP, Savernake, Va.  
MANAGER, J. M. HENKLE, Buena Vista, Va.

### DIRECTORS:

J. HOWARD WAYT, Staunton, Va. THOMAS DUNLAP, Savernake, Va. W. H. H. LYNN, Staunton, Va. J. M. HENKLE, Buena Vista, Va.  
SAMUEL SADDINGTON, London, England. STEVENS M. TAYLOR, Lexington, Va. J. E. B. STUART, Buena Vista, Va.

Subscriptions may be sent to and all information had of J. E. B. STUART, Secretary and Treasurer, Buena Vista, Va.



# Capitalists Desiring Prudent Investments

In Southern Manufacturing Enterprises, conducted by experienced specialists in works with an established trade for years and proposing to remove to

## SAVERNAKE

with the coming spring, can address the management as below.

### THE LINES OF MANUFACTURES PROPOSED, ARE:

#### *Steel Ingots.*

Under one of the new direct processes, now commercially established, affording large profits and worthy of closest investigation.

#### *Agricultural Steel Forgings.*

Including Spring Steels and Mining Tools, Picks, Mattocks, &c., &c.

#### *Locks, Knobs and Builders' Hardware.*

High-grade goods in real and imitation Bronze, Silver and Nickel-plated goods, &c., with established reputation and extensive trade. A most desirable opportunity.

#### *Tin and Tin-Plate Co.*

With advantages believed to be unsurpassed by those of any other company formed for this purpose, viz:

Ownership of valuable Tin Ore lands of demonstrated value in the Blue Ridge Tin field of Virginia.

Promotion of Steel and Steel-Plate for Tinning on the spot from ores controlled by the Company, at minimum of cost.

Management of various branches by specialists of experience in Tin mining, dressing and smelting; in steel metallurgy; in Tin-Plate making and marketing.

Management of finance by capitalists of experience and position in the financial world.

Control by ownership of the best, and most generally used abroad, Tinning process—patented—and of various other late and improved devices for the most economical production of Tin Plate.

Demonstrated and verified cost and profit sheets will be furnished principals meaning business.

#### *Steam Engines, Boilers,*

Complete Power Plants, Iron Bridges and General Machinery Works, established 1840, trade general throughout United States. Management of first respectability. Investment most desirable.

#### *Hydraulic Cement Works.*

Deposit large, running through 1,200 acres; quality stated to be same as James River cement. Location, within half a mile of two parallel railroads. Demand strong. A most profitable industry.

#### *Fire-Brick Works.*

Clay in large supply, near railroad. Has been tested and pronounced first-class. Every facility for manufacture at large profits.

All or any of the above offer safe and desirable investment for capital on business principles, at bed-rock prices, and with no "promoter's funds."

The owners of these works, with the exception of two—the Tin-Plate Works and the Hydraulic Cement Works, which are new—have concluded to

remove them to Savernake after examination of the locality, the raw material the advantages over present site.

All plants are at expert appraised value; trade shown and capital invested demonstrated.

Capitalization is, in every case, upon these data, and necessary additions for removal and extension, and is entirely "without water."

#### *Northern Investors*

In Town Mortgages have here an opportunity to obtain the superior advantages and profits of Southern Manufacturing Enterprises, combined with experience, skill and established trade.

The establishment of Savernake as an

#### *Industrial Town*

requires capital upon a large scale, and from various sources. Experience teaches that investors are guided by and select from, those opportunities offered in and by the journals of much established repute and widest circulation in their specialties.

#### *The Manufacturers' Record*

Has been selected because of its thorough knowledge of Southern investments, its unparalleled success in attracting attention to honest opportunities for Southern enterprise, and because in a largely extended advertising more direct results and more business has been received from it than all other advertising mediums used.

The above enterprises are all ready to proceed at once to building at Savernake. All offer legitimate profit, and are offered only subject to strictest investigation, and on this basis only.

Such a group of industries will demand homes for a large population and for those to supply their necessities and luxuries.

#### *Savernake and Extensions.*

Will offer for the season of 1891 some 3,000 desirable BUSINESS AND RESIDENCE LOTS. Prices of these will be in no case speculative. A marked reduction and favorable terms to those who will contract to build their own homes on purchase of lot. A liberal and equitable concession for cash purchases, and to building investment and manufacturing companies.

#### *Foreign Investors*

May address for information and particulars THE LOCH LAIRD ESTATE & MINERAL CO., LIMITED, OFFICE, 30 LIME STREET, LONDON, E. C.

#### *American Investors*

Will apply to THOMAS DUNLAP, MANAGING DIRECTOR, SAVERNAKE, VA. POSTOFFICE ADDRESS, TAYFORD, ROCKBRIDGE CO., VA.

Railroad Station for both Shenandoah Valley Railroad and Chesapeake & Ohio Railroad, Loch Laird Station, Va. All C. & O. Railroad Trains stop at Savernake.



LINVILLE RIVER.  
AT LINVILLE, IN THE MOUNTAINS OF NORTH CAROLINA.



# The Winston Land & Improvement Company.

Charter granted by Act of Legislature, Session of 1887. Ratified March 4, 1887, Chapter 82.

Present Capital Stock \$125,000. All Subscribed.

## OFFICERS:

G. W. HINSHAW, President, of Hinshaw & Medearis, Wholesale Merchants; Vice-President People's National Bank, Winston, N. C.  
DR. W. L. BROWN, Vice-President, of Brown Brothers, Tobacco Manufacturers, Winston, N. C.  
W. F. TROGDON, Secretary and Treasurer, North Wilkesboro, N. C.

## BOARD OF DIRECTORS:

GEO. W. HINSHAW, Winston, N. C.  
MAJ. CHANNING M. BOLTON, Chief Engineer Richmond & Danville Railroad, Washington, D. C.  
P. H. HANES, of P. H. Hanes & Co., Tobacco Manufacturers, Winston, N. C.  
COL. J. M. WINSTEAD, Cashier Piedmont Bank, Greensboro, N. C., and President H. P. Scales Tobacco Co., Atlanta, Ga.  
A. A. FINLEY, ESQ., North Wilkesboro, N. C.

## ATTORNEYS:

T. B. FINLEY, ESQ., North Wilkesboro, N. C.  
HON. C. B. WATSON, Winston, N. C.  
HON. J. C. BUXTON, President First National Bank, Winston, N. C.  
HON. W. W. BARBER, Wilkesboro, N. C.

THE COMPANY OWNS THE NEW TOWNSITE OF

# NORTH WILKESBORO,

## NORTH CAROLINA,

Consisting of 984 acres, and also owns 4,100 acres of Mineral and Timber Lands in Wilkes County, which property is now being developed.

Thirty-five buildings already on the townsite.

Ten miles of streets graded.

Manufacturing sites will be donated and stock subscribed to such legitimate enterprises as may be advantageously located here.

North Wilkesboro, 75 miles west of Winston-Salem, on the Northwestern North Carolina Railroad, is the most important trading point between Winston-Salem and Bristol,

Tenn., and is in the center of the great undeveloped mineral and timber district of Northwestern North Carolina.

Her climate is of unsurpassed salubrity and healthfulness. Fresh water and mineral springs abound, and the 328 miles of water courses in Wilkes County furnish a water power of almost incalculable magnitude.

Home seekers, health seekers, and wood and iron manufacturers, will do well to investigate North Wilkesboro's advantages.

PLATS, PRICES AND ANY DESIRED INFORMATION PROMPTLY FURNISHED ON APPLICATION TO

W. F. TROGDON, Secretary and Treasurer,

NORTH WILKESBORO, N. C.

BUILDERS  
AND  
ORIGINATORS.

# THE EGAN COMPANY,

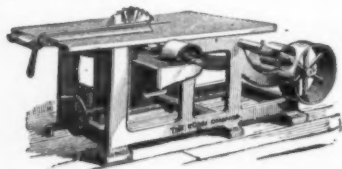
DESIGNERS  
AND  
CONSTRUCTORS.

228 to 248 West Front Street,

CINCINNATI, OHIO, U. S. A.

## COMPLETE OUTFITS FURNISHED

For Planing Mills, Sash, Door and Blind Work;  
Saw Mills, Furniture, Chair and Bracket Factories;  
Car, Railway and Agricultural Works;  
Buggy, Carriage and Wagon Builders; Spoke, Wheel  
and Handle Factories, Pattern Shops and General Wood-  
workers.



SEND FOR A NEW  
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OR  
STATE YOUR  
WANTS.

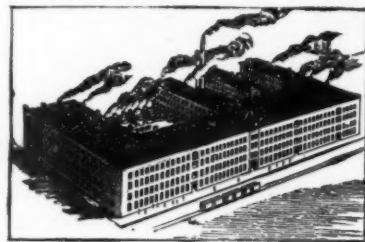
## Wood Working Machinery

The Most Recent Ideas for Fast and Perfect Work.

For Quality and Efficiency  
Our Tools are

UNEXCELLED,  
UNEQUALLED,  
UNAPPROACHED.

The Most Advanced Types  
for the  
Saving of  
TIME and LABOR.



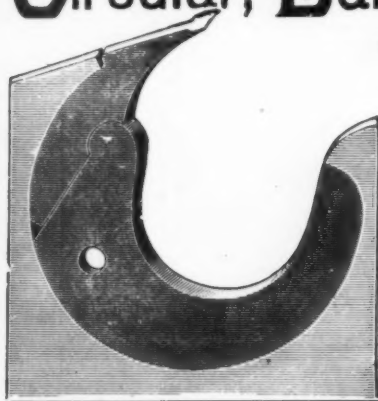
THE LARGEST  
LINE IN THE  
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STATES.

## E. C. ATKINS & CO., Indianapolis, Ind.

BRANCH HOUSES: Memphis, Tenn.  
Minneapolis, Minn.  
Chattanooga, Tenn.

MANUFACTURERS OF

## Circular, Band, Gang, Drag and Cross-Cut Saws.

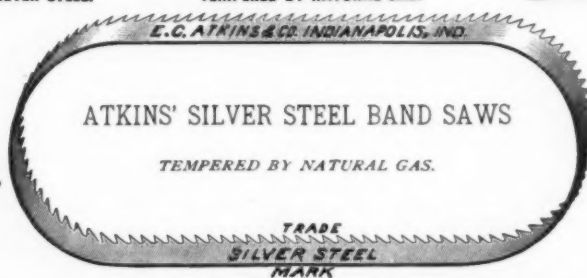


MADE FROM SILVER STEEL.

TEMPERED BY NATURAL GAS.

EACH SAW WARRANTED.

Cylinder  
Saws  
Re-Stepped.



ATKINS' SILVER STEEL BAND SAWS

TEMPERED BY NATURAL GAS.

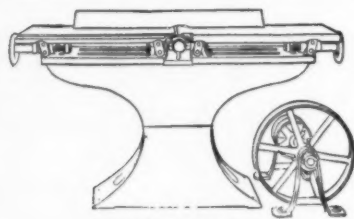
TRADE  
SILVER STEEL  
MARK

Repairing  
Promptly  
Done by  
Skilled  
Workmen at  
Factory or  
Branch  
Houses.

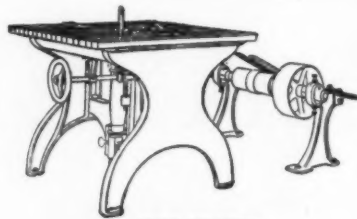


## ALSO A FULL LINE OF MILL SUPPLIES.

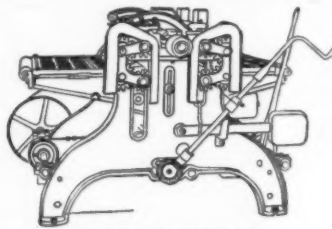
Write for Sawyer's Hand-Book, Saws and Saw Tools, and our Prices.



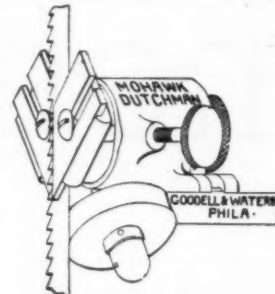
BUZZ PLANER.



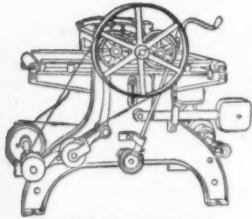
UPRIGHT SHAPER



24" SINGLE SURFACER.



The celebrated "MOHAWK  
DUTCHMAN"  
BAND SAW GUIDE.



FINISHING PLANER.

## GOODELL & WATERS,

3002 Chestnut Street,

PHILADELPHIA, PA.

WESTERN BRANCHES:

227 W. 12th St., Chicago. 29 Spear Street, San Francisco.

Designers and Builders of  
Wood-Working Machinery.

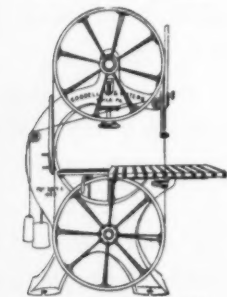
SEND FOR CATALOGUE. Kindly address the office nearest to you,

Acknowledged by all authority  
as the best.

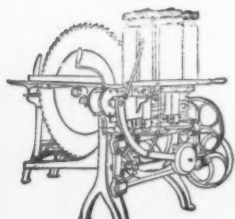
Send for a copy of  
"THE SECRET OF  
SUCCESSFUL BAND  
SAWING"

Every Band Sawyer should  
read it.

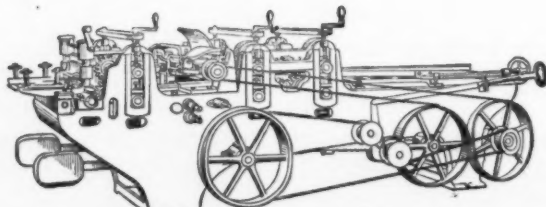
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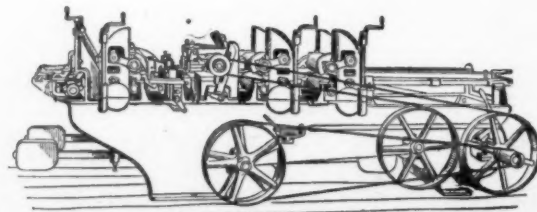
No. 3 36" BAND SAW.



RESAW.



KEYSTONE RAPID FLOORER.



No. 12 24" PLANER AND Moulder.

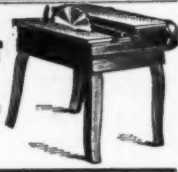




**JACOB J. MOLTZ, WILLIAMSPORT, PA.**  
 MANUFACTURER OF  
**LATH AND PICKET MILLS,**  
 GANG EDGERS, ENDLESS CHAIN, LOG JACKERS, LOG TURNERS, PULLEYS AND SHAFING.  
 Capacity of Lath Mill, 60,000 to 90,000 per day of Pine; 40,000 to 60,000 of Hemlock.  
 Send for Price List and Circular



These Cuts represent the Latest Improved  
**Gang Lath Mill & Bolter**  
 MANUFACTURED BY  
**ROBT. EASTON, 157 Market Street,**  
**WILLIAMSPORT, PA.**  
 WRITE FOR PRICE LIST AND DISCOUNT.



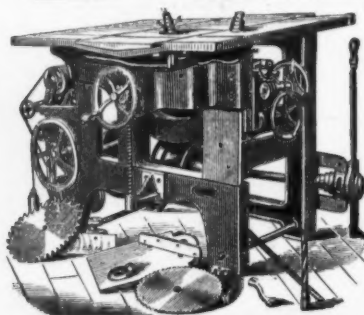
**WM. E. HILL & CO.**  
 — MANUFACTURERS OF —

SPECIAL PATENT SAW and SHINGLE MILL

**MACHINERY**

KALAMAZOO, MICH.

Write for new  
 Illustrated Catalogue.



THE  
**Brandon Variety Woodworker.**

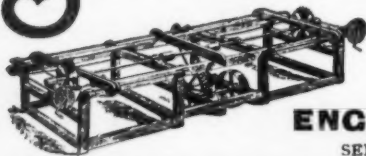
This machine is designed and constructed in such a manner as to combine in a simple and compact form all the essential points of a first-class dimension saw, single spindle reversible shaper, and boring, gaining, mortising or routing machine. The arbor is arranged to work at any angle, from horizontal to vertical, with reverse motion, and can be adjusted while running. It is especially adapted to a wide range of work, the changes being quickly made. THE MATERIAL TO BE OPERATED UPON ALWAYS LIES FLAT on the table and the arbor brought into position to do the required work, thus doing away with all toggling up of the material on jacks, etc. All kinds of mortising and routing, etc., is done on this machine, and it is so arranged that the material can be worked above or below on either side of the arbor. This machine is built in three styles. No. 1, A Full Combination. No. 2, As Saw and Shaper. No. 3, as a Finishing Saw. For full particulars and prices address

THE VICTOR MFG. CO., 6 W. FERRY ST., BUFFALO, N. Y.

**JEROME MOLTZ, WILLIAMSPORT**  
 PENNSYLVANIA.

MANUFACTURER OF

**SAW MILL MACHINERY**



Gang Edgers, Gang Rip-Saws,  
 Gang Bolters, Log Turners,  
 Live Rolls, Trimmers,  
 Etc., Etc.

**ENGINES AND BOILERS.**

SEND FOR CIRCULARS AND PRICES.

PRE-EMINENT IN QUALITY.

**SAWS**  
**THE "BARRY" BAND**

A TRIAL SOLICITED.

And the "BARRY" CIRCULAR SAWS  
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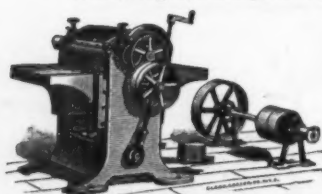
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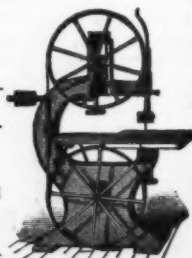
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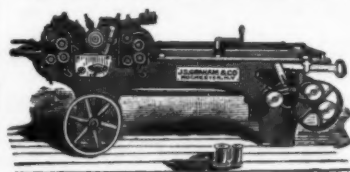


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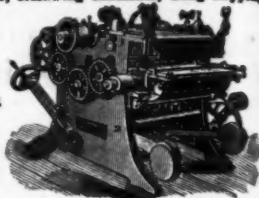
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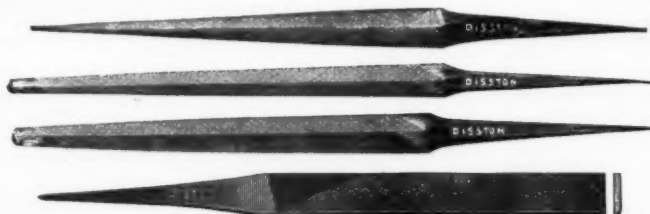
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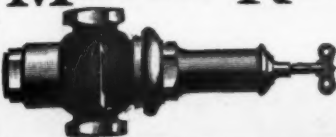
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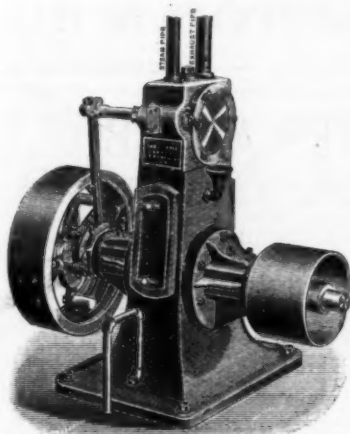
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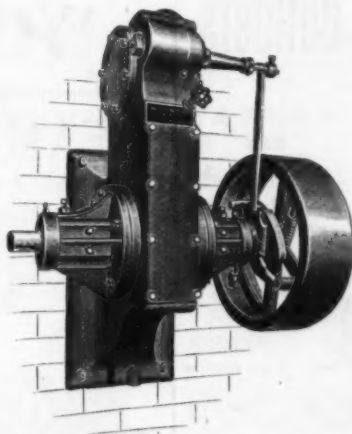
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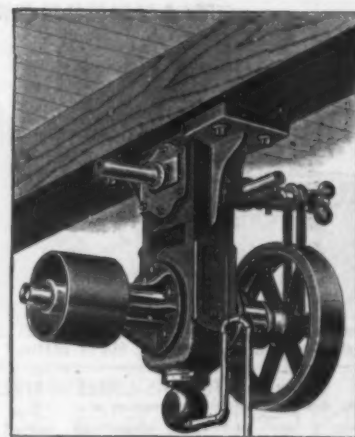
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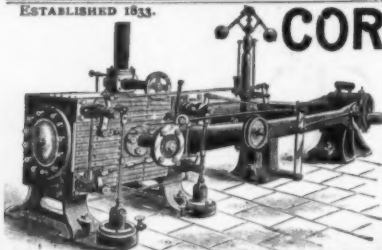
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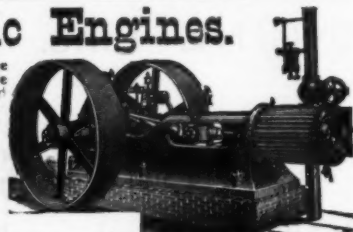
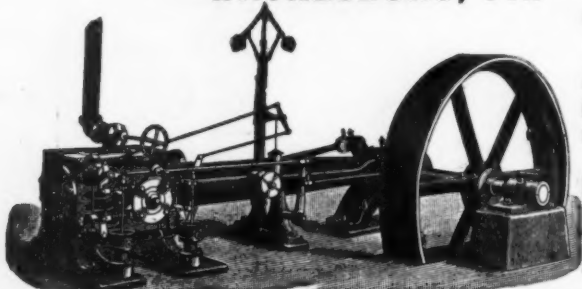
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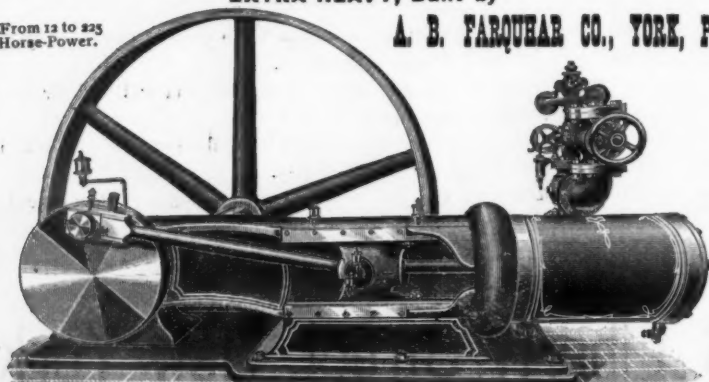
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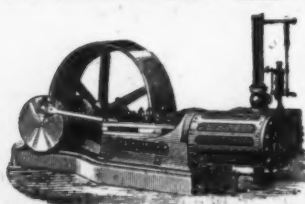
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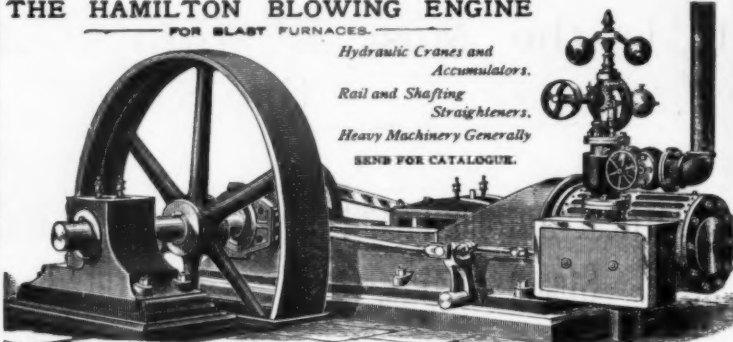
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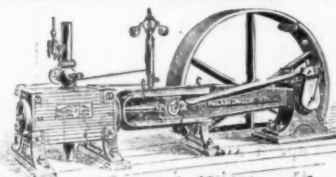
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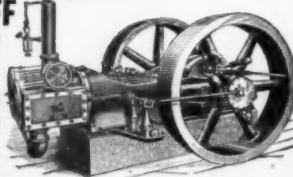
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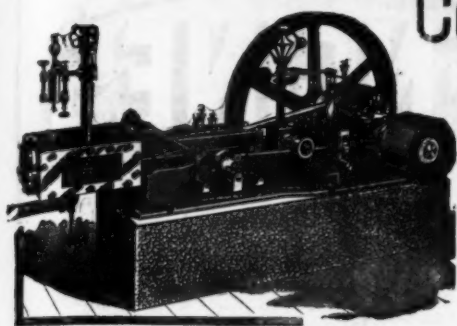
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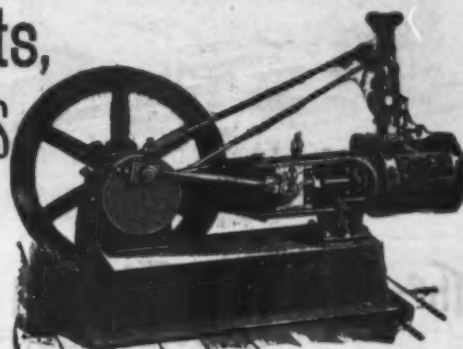
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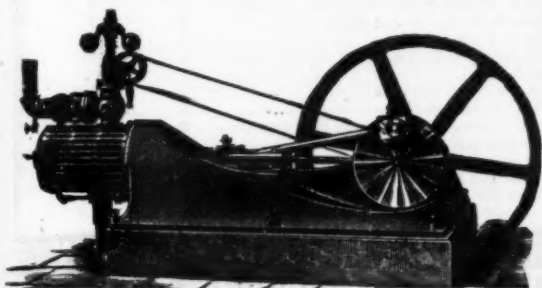
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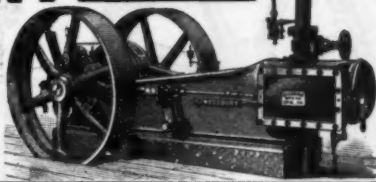
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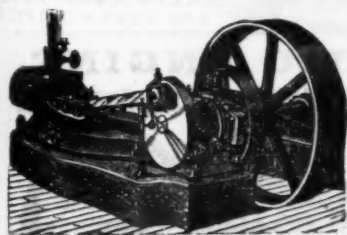
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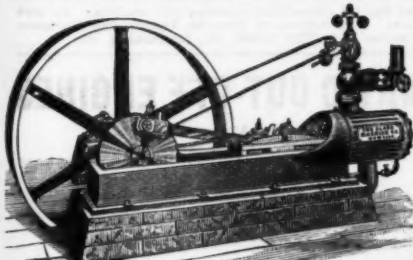
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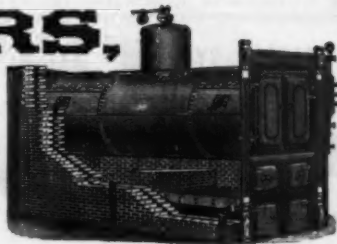
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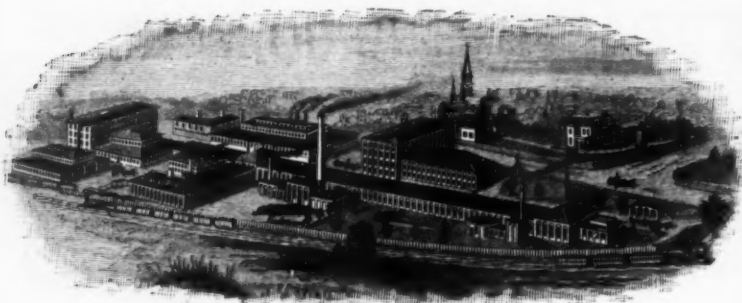
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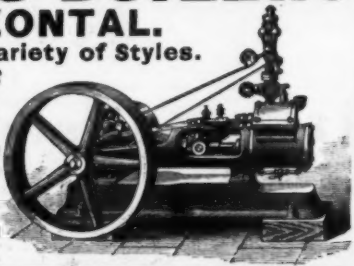
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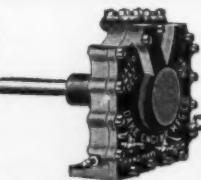
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Washington & Georgetown Railway Co.	1	15

Many foreign railroads unreported.

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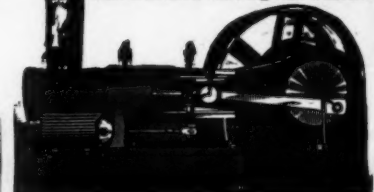
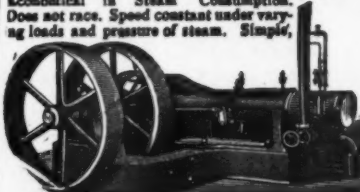
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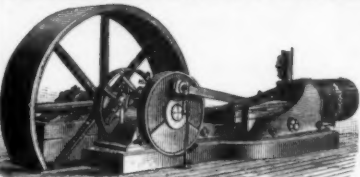
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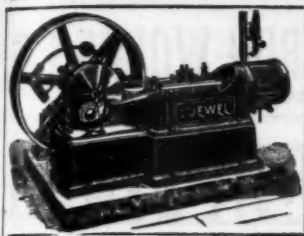
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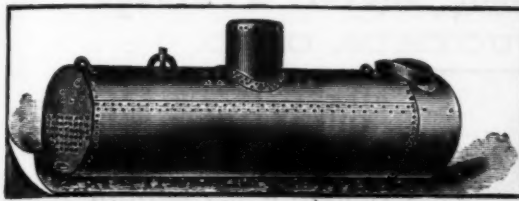
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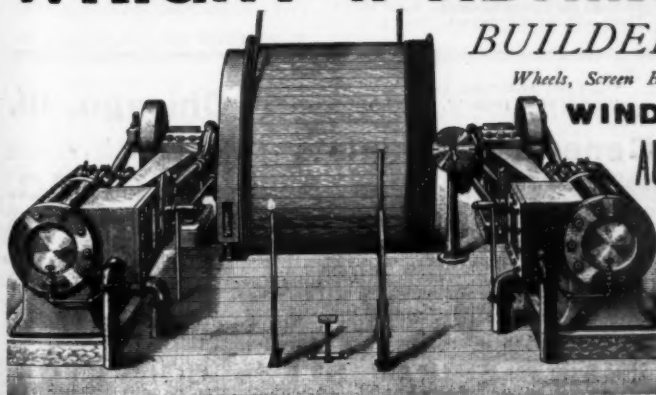
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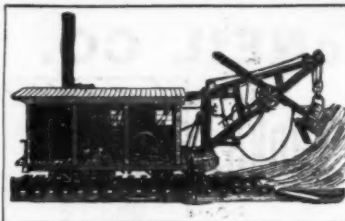
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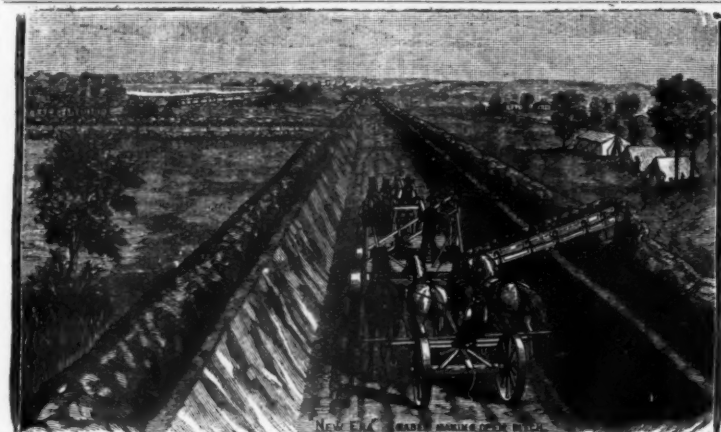
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## United States Railroads in 1890.

The business world accepts Poor's Manual as absolute authority on the statistics of railroads in this country. The "Introduction to Poor's Manual for 1891," which is now ready for delivery, presents the summarized tabulations of the railway systems of this country for the past fiscal year. Condensed, these statistics show for 1890: Length of track laid to December 31, 1890, 166,817 miles, of which were completed up to the close of the fiscal year, 163,420 miles; completed since close of their fiscal years, 3,397 miles; net increase of mileage in calendar year 1890, 5,498 miles; net increase of mileage in fiscal year 1890, 3,426 miles. The liabilities of the companies are: Capital stock, \$4,640,239,578; funded debt, \$5,105,922,025; unfunded debt, \$376,494,297; current debt, \$271,145,220; total, \$10,393,781,120. Assets: Cost of railroad and equipment, \$8,789,221,515; real estate, stocks, bonds and other investments, \$1,480,560,658; cash bills receivable, current accounts, &c., \$428,035,065—total, \$10,697,817,239. Excess of assets over liabilities, \$304,036,119. The full statistics of operations were received from 157,976 miles, and show total gross earnings of \$1,086,040,207; operating expenses, \$744,373,038; net earnings, \$341,666,369; other receipts, including rentals received by lessor companies, \$113,731,846; total available revenue, \$455,398,215; interest on bonds, \$220,222,788; other interest, \$6,576,894; dividends, \$82,303,616; rentals, tolls, etc., \$59,129,924; miscellaneous, \$35,174,333; total payments, \$403,407,555; balance excess of available revenue over actual payments, \$51,990,660. There are 5,413 miles of roads not reporting earnings, consisting chiefly of new roads not yet brought into full operation.

By or before December 1 the Seaboard Air Line system will have completed the Georgia, Carolina & Northern Railroad, and will be running through trains from Norfolk to Atlanta, in connection with the Bay Line steamers from Baltimore and the Old Dominion Steamship Line from New York. The importance of this new route to the two terminal cities, and to all those sections of the two Carolinas and of Georgia this system will traverse, cannot be overestimated. An independent competing railroad for the places already blessed with one line, an efficient transportation route for many other towns that heretofore have been without railroad facilities, means an increase of material development over a very large area of those three States.

A MASS-MEETING of the citizens of Llano county, Texas, was held July 25 at the courthouse in Llano to consider a proposition made in behalf of a syndicate by Col. Richard Wooley, Jr., of San Antonio, for the building, equipment and operation of a railroad from the Guadalupe river, in Kendall county, by way of Fredericksburg to Llano. This proposition involved the payment of \$100,000, the gift of the grade already made from Llano south and of the right of way already secured, as also of suitable lands for depot and yard room in that city. The proposition was accepted, and a committee was appointed to represent the interests of the county in making the contracts and in all other business involved.

GREAT progress has recently been made on the Fincastle Railroad, which, commencing at Cloverdale, Va., where a junction is made with the Shenandoah Valley Railroad, will run through to Fincastle, and ultimately to Salisbury, on the Chesapeake & Ohio Railroad. While this will be a short it will also be an important line to the people of that section, and to the two systems with which it will establish connections.

## Railroad Construction

Alice, Texas.—Railroad.—A surveying corps in charge of J. A. Hinman has, it is stated, surveyed the proposed San Antonio & Tampico Railroad from Alice to Brownsville and Tampico, and will survey a road from Giddings, on the San Antonio & Aransas Pass Railway, via Columbus to Altair or Eagle Lake, and possibly to deep water at the mouth of the Brazos river. Uriah Lott of San Antonio, can give particulars.

Atlanta, Ga.—Railroad.—A bill has been introduced in the legislature incorporating the Atlanta, Americus & Florida Railway Co. to build a railroad from Atlanta to Tampa, Fla.

Atlanta, Ga.—Electrical Railroad.—The company reported in last issue as applying to the legislature for a charter to build a railroad from Atlanta to Manchester will probably adopt electricity as a motive power. J. H. Mountain, H. L. and E. B. Woodward are interested.

Atlanta, Ga.—Railroad.—Bills have been introduced in the legislature incorporating the Seaboard & Atlantic Railroad and the South Atlantic Railroad Co.

Augusta, Ga.—Railroad.—A bill has been introduced in the legislature incorporating the Georgia & Western Railroad Co. to build a railroad from Augusta to a point on the Georgia, Carolina & Northern Railway on the Tennessee line. The incorporators are W. E. Gary, C. E. Smith and Calden Rhind.

Bonham, Texas.—Dummy Line.—The Bonham Rapid Transit Railway Co. has been chartered with J. W. Russell, president; L. Berg, vice-president, and W. C. Dean, secretary. The company, it is understood, is building the dummy line recently mentioned. The capital stock is \$25,000.

Cedar Key, Fla.—Railroad.—The Cedar Key Building & Investment Co. proposes building a railroad from the phosphate mines in Alachua and Levy counties to the boat channel on the Gulf of Mexico near Cedar Key. The company has a capital stock of \$1,500,000.

Charleston, W. Va.—Railroad.—The work of securing right of way for the Charleston, Clendenin & Sutton Railroad is to commence at once.

Dallas, Texas.—Railroad.—C. P. Huntington and associates of New York city have, it is reported, purchased the Texas Trunk Railroad, extending from Dallas to Cedar, a distance of 31 miles, and will commence extending it at once to Beaumont.

Denison, Texas.—Street Railway.—The Denison Street & Belt Line Railway Co., lately reported as chartered, has been organized with Frank C. Churchill, of Lebanon, N. H., president; A. H. Coffin, vice-president, and B. J. Derby, superintendent.

Denison, Texas.—Railroad.—It is stated that work south from Denison will soon commence on the Omaha, Kansas Central & Galveston Railroad (office, Lyons, Kans.)

Galveston, Texas.—Electrical Railroad.—The South Galveston & Gulf Shore Railroad Co., lately referred to, is organized to build an electrical railroad from Galveston down the island to the suburb of South Galveston, a distance of about 20 miles. The city council has been petitioned for right of way on certain streets. Engineers are now surveying the route.

Green Cove Springs, Fla.—Street Railway.—The Green Cove Springs Street Railway Co., recently reported as to build a street railway, has been chartered by C. C. Bemiss, W. J. Wilson, S. F. Hanford and others.

Greenville, Tenn.—Railroad.—L. C. Wolkins, engineer and one of the incorporators of the Lehigh Valley & Southern Coal, Iron & Railroad Co., reported in last issue as chartered, in a letter to the MANUFACTURERS' RECORD, states: "We are in hopes to commence construction on or about September 1, and with that purpose in view the syndicates meet in Greenville August 20. The railroad will be built in connection with a company in another State, to form a quick short route between the coal fields of Pennsylvania and the leading cities of the Southwest." The company proposes, as stated in last issue, the building of a railroad from Greenville via Newport and Sevierville to Knoxville, Tenn., thence to Nashville, with a branch to Middlesborough, Ky.

Hagerstown, Md.—Electrical Railroad.—J. D. Main, R. M. Keedy, S. M. Schindel and others have chartered the Hagerstown Street Railway Co., lately reported as securing a franchise to build an electrical railroad. The capital stock is \$100,000.

Henderson, Ky.—Railroad Bridge.—Work has, it is stated, been commenced on the railroad bridge across the Ohio river to Evansville, Ind., for the Ohio Valley Railroad Co. (office, Evansville, Ind.)

Hot Springs, Ark.—Dummy Line.—The building of a dummy line from Hot Springs to the Ouachita river is proposed. Moore & Jagers can give particulars.

Huntington, W. Va.—Trestle-work.—Thomas Pettigrew, chief engineer Ohio River Railroad, Parkersburg, will receive proposals until August

20 for the timber and pile work in the Huntington trestle on the line of the extension of that road.

Jefferson, Texas.—Railroad.—E. M. Werkheiser will build a logging railroad.\*

Kanawha City, W. Va.—Electrical Railroad.—The Kanawha City & Charleston Railroad Co. has been chartered by A. C. Hall, A. D. McCorkle, J. H. Morgan and others to build the electrical railroad from Kanawha City to Charleston, previously mentioned. The capital stock is \$50,000.

Kinston, N. C.—Railroad.—Efforts are being made to secure the extension of the Scotland Neck branch of the Atlantic Coast Line (office, Wilmington) from Kinston to Richland and other points in Onslow county.

Knoxville, Tenn.—Street Railway.—Samuel McKinney, Major Webb and others are reported as to build a street railway to Middlebrook Park.

Knoxville, Tenn.—Railroad.—The Atlantic & Pacific Railroad Co., of Knoxville, is reported as chartered to build a railroad from a point on the Knoxville & Augusta Railroad in Knox county to the Tennessee river.

Lenoir, N. C.—Railroad.—The Wilson Lumber Co., previously referred to, is building to miles of railroad from Lenoir to its timber lands.\*

Macon, Ga.—Street Railways.—A bill has been introduced in the legislature chartering the Transvalle Railway Co. of Bibb County to build street railways and bridges. The incorporators are G. B. Turpin, J. W. Cabanis and A. O. Bacon. The capital stock is \$100,000.

Maryville, Tenn.—Railroad.—The Knoxville, Montvale & Chilhowee Railway Co. has been incorporated by L. T. Hamilton, L. D. Dillon, I. L. Murphy and others to build a railroad from Maryville to Montvale.

Mobile, Ala.—Railroad.—J. W. Nicoll, chief engineer of the Mobile, Jackson & Kansas City Railroad Co., writes that that company meets on August 26 to authorize the issuance of construction bonds for the whole line to Jackson, Miss. The plan is to let the work at once to first-class contractors. The entire line will, he states, be let this winter.

Montgomery, Ala.—Electrical Railroad.—The City & Suburban Street Railway Co. (M. Kahn, president) has made a preliminary contract through A. W. LeBron with New York parties for building its electrical railroad, and has petitioned the city council to extend the time for commencement of work, under its franchise, until October 15.

Montgomery, Ala.—Electrical Railroad.—The Montgomery Terminal & Street Railway Co. has applied to the city council for authority to change its street railway to the electric system. The estimated cost of the improvement is \$80,000.

Mt. Airy, N. C.—Electrical Railroad.—It is stated that an electrical railroad will be built from Mt. Airy to White Sulphur Springs. The Granite City Land & Improvement Co. can give particulars.

Natchez, Miss.—Railroad Bridges.—The Louisville, New Orleans & Texas Railway Co. (office, Memphis, Tenn.) intends, it is stated, replacing the important wooden bridges on its line from Natchez to Harrison with iron structures.

Paris, Tenn.—Railroad.—It is stated that contracts have been awarded for building the Paducah, Tennessee & Alabama Railroad from Paris to Hollow Rock, a distance of 35 miles, to the following parties: Welch Bros., C. O. Faught & Co., Brown Bros., Mr. Burks, and Austin & Ebeley. The bridge work was let, it is said, to M. S. Carter & Co., of St. Louis, Mo. The railroad company meets at its office in Paducah, Ky., on October 12 to consider the issuance of \$1,800,000 of bonds.

Pensacola, Fla.—Railroad.—It is stated that the proposed Pensacola Short Line, to extend from Pensacola to Mobile, will be built at an early date. Thaddeus McNulty, of Mobile, Ala., can give particulars.

Pineville, Ky.—Railroad.—The Southern Land Improvement Co., Melville E. Trux, general superintendent, Minneapolis, Minn., will complete the West Virginia, Pineville & Tennessee Railroad.

Port Royal, S. C.—Railroad.—W. J. Kirk, general manager of the Western Carolina Railroad and the North Georgia Railway (office, Anderson, S. C.), writes that these companies were each chartered with the same incorporators in the fall of 1890, and since then have been fully organized with the same officials. The purpose is to build a first-class railroad from Port Royal to Clayton, Ga., at which point the line will branch—one line by way of Franklin, N. C., to Knoxville, Tenn., and the other through several northern counties of Georgia and thence to Chattanooga, Tenn. Arrangements are now being made to complete the consolidation, making one system to the several points. Active work has not yet commenced except preliminary surveys over difficult sections and securing rights of way over several divisions.

Princeton, Ky.—Railroad.—Under the proposition accepted by the city of Hopkinsville for the extension of the Ohio Valley Railway (office, Evansville, Ind.) from Princeton to Hopkinsville,

mentioned in last issue, work is to commence by October 1 and be completed within 12 months. A surveying corps in charge of Captain Boyden will, it is stated, begin the survey at once.

Quitman, Ga.—Street Railway.—The Quitman Street Railway Co. has applied to the legislature for a charter.

Roanoke, Va.—Belt Railroad.—Rogers & O'Brien have been awarded contract to build 1½ miles of the belt railroad of the Norfolk & Western Railroad Co., lately referred to.

St. Augustine, Fla.—Railroad.—W. B. Tilden, of Danbury, N. C., writes that the Atlantic & Gulf Railroad, reported in last issue as chartered, will be built with English capital from St. Augustine to Deadman's Bay, on the Gulf, a distance of about 140 miles. The road is now being surveyed.

Stuttgart, Ark.—Railroad.—The Stuttgart & Arkansas River Railroad has been purchased by C. G. Stoddart, of London, who proposes extending the same.

Velasco, Texas.—Railroad.—It is stated that the construction of the proposed railroad from Velasco to Chenango will commence at once. Major Kastl is chief engineer.

Velasco, Texas.—Railroad.—The Velasco Terminal Railway Co., reported in last issue as to build a railroad to a point in Fort Bend county, will, it is stated, commence grading at once.

West Point, Texas.—Railroad.—The Misouri, Kansas & Texas Railroad Co. (office, Sedalia, Mo.) will, it is stated, extend its road from West Point to the coast at Aransas Harbor or Corpus Christi, and from Boggy Tank towards Sealy.

THERE is now every reason to expect that the Richmond & Chesapeake Railroad will be built. The great trouble with this corporation, since it became absolutely sure of the funds needed for constructing its proposed road from Richmond to Wicomico, Md., has been to get the two branches of the city government to renew their permission to build a tunnel under a part of Richmond. This consent has at last been gained, and there is now no apparent obstacle to the rapid prosecution of this enterprise to completion. At a recent meeting of the stockholders of this railroad company officers were elected as follows: N. E. Reed, of New York, president; C. E. Belvin, of Richmond, vice-president; directors, H. R. Baltzer, E. V. Baltzer and Elias R. Southworth, of New York, and C. E. Belvin and C. O. Swann, of Richmond.

## Deer Park and Oakland.

To those contemplating a trip to the mountains in search of health or pleasure, Deer Park, on the dome of the Alleghany Mountains, 3,000 feet above the sea level, offers such varied attractions as a delightful atmosphere during both day and night, pure water, smooth, winding roads through the mountains and valleys, and the most picturesque scenery in the Alleghany range. The hotel is equipped with such adjuncts conducive to the entertainment, pleasure and comfort of its guests as Turkish and Russian baths, swimming pools for both ladies and gentlemen, billiard rooms, superbly furnished parlors and rooms single or en suite, all facilities for dancing, an unexcelled cuisine and a superior service.

The surrounding grounds, as well as the hotel, are lighted with electricity, have cozy and shady nooks, meandering walks, lawn tennis courts and grassy play-grounds for children within full view of the inviting verandas. Six miles distant, on the same mountain summit, is Oakland, the twin resort of Deer Park, and equally as well equipped for the entertainment and accommodation of its guests. Both hotels are upon the main line of the Baltimore & Ohio Railroad, have the advantage of its splendid Vestibuled Limited Express trains between the East and West, and are, therefore, readily accessible from all parts of the country. Tickets good for return passage until October 31st are on sale at greatly reduced rates at all principal ticket offices throughout the country. Tickets reading from St. Louis, Louisville, Cincinnati, Columbus, Chicago and any point on the Baltimore & Ohio system are good to stop off at either Deer Park or Oakland, and can be extended by agent at either resort if deposited with him for safe keeping.

For full information as to rates, rooms, etc., address George D. DeShields, manager, Deer Park or Oakland, Garrett county, Md.

If you wish to keep posted on the progress of the South, read the MANUFACTURERS' RECORD. Price \$4.00 a year.



## FLORIDA PHOSPHATES.

Phosphate Shipments—New Companies Chartered—A Big Deal.

[Special Cor. MANUFACTURERS' RECORD.]

BARTOW, FLA., August 8, 1897.

The British steamship Godiva, 1,900 tons burthen, is now loading phosphate at Punta Gorda for London.

Through the courtesy of Mr. H. E. Jacobs, auditor of the Plant Steamship Co., at Port Tampa, your correspondent is able to furnish statistics of all the phosphate shipments from that port up to date. The shipments for foreign ports have been as follows:

	Tons.
December, 1896, Sterling Phosphate Co., per steamer Sargossa (first shipment).....	700
February 7, 1897, Sterling Phosphate Co., per steamer Salerno.....	1,326
March 23, 1897, Sterling Phosphate Co., per steamer Clyde.....	1,836
May 12, 1897, Sterling Phosphate Co., per steamer Weardale.....	1,836
May 30, 1897, Netherland Phosphate Co., per steamer Cynarus.....	1,895
June 28, 1897, Netherland Phosphate Co., per steamer Intrepid.....	1,100
July 30, 1897, Sterling Phosphate Co., per steamer Sargossa.....	1,542
Total to date.....	10,235

It will be seen that all these shipments were from two mines only. The recent widening of gauge on the Florida Southern Railroad brings seven pebble phosphate companies into connection with Port Tampa, and it is expected that the shipments from that port will be much greater in consequence.

An authentic statement of shipments from other ports will probably be given next week.

## NEW COMPANIES CHARTERED.

The Phoenix Phosphate Co., capital stock \$800,000, with principal place of business at Ocala, has been incorporated. The incorporators are B. F. Jordan, H. L. Anderson, J. A. Ammons, B. F. Hampton and W. B. Lynch.

The Bartow Phosphate Co., capital stock \$250,000, with offices at Bartow, Fla., and Charleston, S. C., has also filed articles of incorporation. W. B. Chisolm, Jas. W. Allison and E. B. Addison are the incorporators.

The latter company has been organized and actively at work erecting a plant for several months, but was not incorporated until a few days ago.

## ANOTHER BIG COMPANY.

The Bone Valley Phosphate Co. was organized here on the 6th, and will be incorporated under the laws of Massachusetts, the principal stockholders all being Boston capitalists. The capital will all be subscribed and fully paid up before commencing business, and the erection of extensive works will begin in 30 or 60 days.

The company bought 440 acres of splendid pebble land, lying 9 miles west of Bartow, from Messrs. Cox, Ross & Warner, of Polk county, for which they paid \$40,000, or about \$91 per acre, and it is considered quite cheap. Messrs. Keatly, Cates and Hastings, of Boston, are the principal stockholders.

JAY SHRADER.

The Co-operative Town Co., of which Hon. Robert P. Porter is president, will soon decide which one of the many sites offered for its enterprise shall be accepted. President Porter has been traveling in East Tennessee accompanied by an expert, and will be prepared at the next meeting of the company's directors to report upon the various sites.

The corner-stone of Clemson College was laid with appropriate ceremonies July 28 at Fort Hill, S. C., in the presence of more than 2,000 people. This is to be the agricultural and mechanical college of that State, and as such it will be sustained by funds obtained from the royalties paid by the phosphate miners of the eastern coast.

## Southern Financial News.

## NEW BANKS.

Atlanta, Ga.—H. S. West, of Athens, is interested in the Northeast Georgia Loan & Banking Co., reported in last issue as applying to the legislature for a charter.

Augusta, Ga.—Application has been made to the legislature for a charter for the Irish-American Dime Savings Bank, previously reported as being organized by Patrick Walsh, E. J. O'Connor, P. Armstrong and others. The capital stock is \$100,000.

Benton, Ark.—The organization of a bank is talked of.

Bishopville, S. C.—The establishment of a bank is being considered.

Blackshear, Ga.—The Blackshear Bank has applied to the legislature for a charter.

Clifton Forge, Va.—A State bank will probably be organized.

Conway, S. C.—The branch of the Bank of the Carolinas of Florence, lately mentioned, has been established with L. O. Jones, cashier.

Danville, Va.—A bank is being organized with a capital stock of \$250,000. J. L. Waring can give particulars.

Des Arc, Ark.—The Des Arc Bank is the name of the bank lately reported as organized with J. S. Thomas, president. The capital stock is \$25,000.

Devall's Bluff, Ark.—A bank is reported as to be established.

Forsyth, Ga.—A bill has been introduced in the legislature chartering the Exchange Bank of Forsyth.

Gaithersburg, Md.—The First National Bank has been organized with Upton Darby, president. The capital stock is \$50,000.

Graham, N. C.—Steps are being taken to organize a bank.

Jesup, Ga.—A bill has been introduced in the legislature to charter the Merchants & Farmers' Savings Bank at Jesup.

Johnston, S. C.—The Loan & Exchange Bank of Johnston has been incorporated by P. L. Wright, J. D. Edison, C. D. Kenney and others. The capital stock is \$20,000.

Knoxville, Tenn.—The Holston Banking & Trust Co. is preparing to change to the national system.

Louisville, Ga.—T. R. Farmer is interested in the Bank of Louisville, reported in last issue as applying to the legislature for a charter.

Natchitoches, La.—The Bank of Natchitoches will, it is announced, soon resume business. P. S. Prudhomme has been elected cashier.

Newport News, Va.—The Citizens & Marine Bank is the name of the State bank reported in last issue as organized with G. B. West, president. The capital stock is \$50,000.

Osceola, Ark.—It is stated that a bank with a capital stock of \$25,000 has been organized.

Quitman, Ga.—A bill has been introduced in the legislature incorporating the Georgia Savings Bank of Quitman.

Rockville, Md.—The Montgomery County National Bank has, it is stated, increased its capital stock from \$50,000 to \$100,000.

Savannah, Ga.—The Savannah Savings Bank is the name of the bank lately reported as organized with W. K. Williamson, president; R. M. Hicks, vice-president, and D. C. Carson, treasurer. The capital stock is \$50,000.

South Pittsburg, Tenn.—The People's Bank of South Pittsburg has commenced business with W. F. McDaniel, president; O. R. Beene, Sr., vice president, and C. E. Frost, cashier. The capital stock is \$50,000.

Thomson, Ga.—The Bank of Thomson, reported in last issue as chartered, was organized by W. S. Witham, of Anniston, Ala., and others. The capital stock is \$25,000.

Williston, S. C.—Local parties will probably organize a bank.

Alvarado, Texas.—J. A. Russell, mayor, will receive bids for eight \$1,000 6 per cent 10-year bonds, to be issued for permanent improvements.

Atlanta, Ga.—Fulton county will apply for authority to issue \$150,000 of bonds for the purpose of building a new courthouse and jail. The county clerk can give particulars.

Belair, Md.—The Spicer Building Association has declared a dividend of \$6.50 per share to withdrawing members.

Birmingham, Ala.—Harris & Co., of New York, are the purchasers at par of the \$200,000 5½ per cent. city improvement bonds mentioned in last issue.

Blakely, Ga.—Early county has applied to the legislature for authority to issue bonds for building a new jail. The county clerk can give particulars.

Brooksville, Fla.—The town will vote on a proposition to issue water works bonds. The mayor can give particulars.

Chattanooga, Tenn.—The Chattanooga Water & Power Co. has executed a mortgage for \$50,000 to Coffin & Sturton, of New York.

Conyers, Ga.—The Conyers Oil & Fertilizer Co. has declared a dividend of 10 per cent., payable November 15.

Dallas, Texas.—\$55,000 of the \$250,000 sewer and water works bonds previously referred to have been sold in New York at par. They run 40 years and bear interest at 5 per cent. The mayor can give information.

Dallas, Texas.—The Dallas Investment Co., reported in last issue as chartered with a capital stock of \$100,000 has amended its charter, changing title to the Dallas Security & Loan Co.

Darlington, S. C.—The Darlington Light & Water Power Co. has, it is understood, issued \$15,000 of first mortgage bonds.

Greensboro, N. C.—The \$30,000 of bonds reported in last issue as to be issued by the city, are 30-year 6 per cents. These bonds make the entire indebtedness of the city \$130,000. The mayor can be addressed.

Huntington, W. Va.—The city will vote August 22 on the issuance of \$20,000 of 30-year 6 per cent. coupon bonds of the denomination of \$100 each. Hamilton Dickey, mayor, can give particulars.

Jackson, Tenn.—The \$55,000 improvement bonds, previously noted as offered for sale, have been changed from 5 to 6 per cents. They run 30 years, and the city reserves the privilege of payment any time after 20 years. The mayor can be addressed.

Jefferson, Texas.—As lately stated, the Citizens' Bank made an assignment.

Louisville, Ky.—The Masonic Savings Bank is reported as having assigned to the Germanic Safety Vault Trust Co.

Loudon, Tenn.—The Bank of Loudon has declared a dividend of 8 per cent.

Louisville, Ky.—The Fidelity Trust & Safety Vault Co. has declared a quarterly dividend of 2 per cent.

Newport News, Va.—The Newport News Building & Loan Association will, it is understood, pay a dividend of 34 per cent.

Paducah, Ky.—The Paducah, Tennessee & Alabama Railroad Co. meets October 12 to consider the issuance of \$1,800,000 10-year 5 per cent. gold bonds, the bonds to be issued at the rate of \$20,000 per mile of completed road and 3 miles of side-track. A first mortgage is to be executed on all its property to the St. Louis Trust Co. as trustee to secure the issue. The meeting is also to authorize the cancellation and release of the first mortgage heretofore issued by the company securing a series of 1,680 bonds authorized on August 5, 1896.

Palatka, Fla.—T. B. Merrill has been appointed receiver of the First National Bank, lately reported as suspending payment.

Shelbyville, Ky.—A dividend of 1 per cent. has been declared on the capital stock of the Board of Internal Improvement for Shelby County.

VALUABLE PROPERTIES of all descriptions for sale in the growing city of

WINSTON SALEM, N. C.

5 miles Electric Street Railroad. 112 Factories. Population 1892, 4,104. Population 1896, 16,471. Tobacco Center. Railroad Center. Paved Streets. The Future Metropolis of the South.

P. O. HUMPHREY, Real Estate Agent.

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We Buy Total Issues of City, County, Water Company and Street Railroad

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15 Wall Street, New York.

163 & 165 Dearborn St., Chicago, 70 State St., Boston.

## JOHN L. WILLIAMS & SON, BANKERS.

Our Manual of Investments for 1897, the largest work of the kind published by any banking house in America, (406 pages, octavo, cloth,) may be had without charge by clients, correspondents and those expecting to do business with us; by others at \$2 per copy.

**\$3,000.**

A promoter in a sound Virginia enterprise will sell one-half his stock at cost. Company owns property which is very valuable and does not owe a cent. No complications of any kind. This is a first-class opportunity to make money without the usual risks attending such schemes. Good reasons for selling. Refer to Manufacturers' Record. Amount required, \$3,000.

Address  
"STOCK,"  
Lock Box 134,  
WASHINGTON, D. C.

## WANTS.

WANTED—OWNERS and Agents who have Timber Lands for sale to send us your name and address. We have something of interest to communicate to you. SOUTHERN LUMBERMAN. Nashville, Tenn.

WANTED—A POSITION AS TRAVELING SALESMAN for a strictly first-class house dealing in MACHINERY, MILL SUPPLIES, or some line of the kind. Give references as to ability and integrity. GEO. F. WILLIS, Box 1,525 New Orleans, La.

WANTED—A sober, energetic man as SUPERINTENDENT OF PIPE FOUNDRY. Capacity 25 tons daily. A man with practical experience is required, and one who can invest from \$2,000 to \$5,000 in the company preferred, as it will be an assurance of faithful work. Address NEW BIRMINGHAM PIPE WORKS, New Birmingham, Texas.

FERTILIZERS—Situation wanted as SUPERINTENDENT OF FERTILIZER MANUFACTORY. Thoroughly experienced in Sulphuric Acid making, and all the different branches of Acid Phosphate and Guano Manipulations, and operation of Plant. References first-class. Address "R. W. S.," care Manufacturers' Record.

## CAPITAL WANTED.

The Greensboro Cotton Mills has a new brick building and 14 acres of land on railroad. Want capitalists to furnish machinery and take in stock. Splendid offer. Address

H. J. ELAM, Sec'y and Treasurer,  
Greensboro, N. C.

## Florida Phosphate.

One or more parties wanted to join subscriber and take an interest in DEVELOPING A PHOSPHATE MINE in richest mining region of Florida. Total capital \$15,000; part already subscribed. New subscribers admitted on the ground floor. No high-priced lands to be purchased. UNLIMITED DEMAND for the product at high prices. Just the thing for persons of moderate means. No speculation and no risks to run, yet profit is enormous. Write for particulars. Best of references.

"BOX 200,"

WINTER PARK, FLA.

## WANTED.

## Mineral Property and Town Site.

We have a special inquiry for a large boundary of well-timbered mineral land, with iron, coal and lime in cheap juxtaposition, and suitable for a great manufacturing center.

CABELL & MOSELEY,  
LANDS, SECURITIES & INDUSTRIAL ENTERPRISES,  
15 Whitehall Street, Room 18,  
NEW YORK.

## A MINING, METALLURGICAL AND CIVIL ENGINEER.

Of executive abilities and extensive experience, well informed upon the resources of the South and Southwest, having first-class American and European connections and some means, wishes to identify himself with and take partial or entire charge of a sound enterprise. State full particulars. Address

"K. F. G.,"

Care Manufacturers' Record.

## NOTICE.

The city of Asheville has for sale its bonds to the amount of \$500,000. All issued by virtue of the two acts of the Legislature of the State of North Carolina, passed at its session of 1891, and by virtue of the election held in said city in pursuance of said acts at which the issuing of said bonds was ratified and authorized by a majority of the qualified voters of said city. The said bonds are as follows: \$300,000 are the "Street Improvement Bonds" described in said acts, \$100,000 are the "Sewer Bonds" therein described, and \$200,000 are the "Market House Bonds" therein described, and \$200,000 are the "School Bonds" therein described. All said bonds and the coupons attached are payable at the office of the Atlantic Trust Company of New York City; all said bonds are in denominations of \$500 each; all bear interest at 5%, payable semi-annually on the 1st days of January and July of each year hereafter, and all mature at the end of twenty (20) years from the 1st day of July, 1897, except the \$200,000 of "School Bonds," which mature at the end of thirty (30) years from said date. Said bonds will be sold in such quantities as the Board of Aldermen of said city may hereafter designate. Correspondence looking to their purchase is requested. Bids will be received up to the 15th day of August, 1897, but none less than par can be entertained. The privilege of rejecting any and all bids without assigning any reason is expressly reserved. This the 7th day of July, 1897.

By order of the Board of Aldermen of the City of Asheville.  
W. R. YOUNG,  
Clerk.



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BALTIMORE, MD.**BROWN BROTHERS & CO.**

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Stock Exchanges.(Private wire between Baltimore, Boston,  
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Banks, Bankers, Corporations and In-  
dividuals (by agreement). Railroad,  
Municipal & other Loans Negotiated.**BUY AND SELL BILLS OF EXCHANGE**on Great Britain and Ireland, France, Germany,  
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Letters of Credit.IN STERLING, available in any part of the  
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South America.Make Cable and Telegraphic Transfers  
of Money.

Drafts Collected in all parts of the World.

**BROWN, SHIPLEY & CO., LONDON.****Baltimore Stock Exchange**  
Quotations.Reported by ALEXANDER BROWN & SONS, Bank-  
ers, Baltimore.

BALTIMORE, August 12, 1891.

	BID.	ASKED.
N. Carolina 4's.....	98	100
Norfolk Water 8's C.....	126	
W. Col. & Aug.....	107	
Ca. Car. & N. 5's.....	100 1/2	
W. & W. 5's.....	109 1/2	
Atlanta & Char. Income 6's.....	106	
Col. & Green, 1st 6's.....	103	
Col. & Green ad 6's.....	80	
Va. Midland, 1st 6's.....	117	
Va. Midland, 2d 6's.....	116	
Va. Midland, 5th 5's.....	103	
Ca. Pacific 1st 6's.....	100	
Ca. Pacific ad.....	59	
West. Nor. Car. Cons'd 6's, gld.....	97	
Cape Fear & Y. Valley 6's, A.....	99 1/2	
Cape Fear & Y. Valley 6's, B.....	100	
Cape Fear & Y. Valley 6's, C.....	100	

**Foreign Exchange Quotations.**

ALEXANDER BROWN &amp; SONS.

BALTIMORE, August 12, 1891.

Sterling.—Market firm.		
Selling.	Commercial.	
60 days..... 484	482 1/2 @ 483 1/2	
3 days..... 486 1/2	Latter for banks.	
Francs.	Commercial.	
Selling.	525 @ 524 1/2	
60 days..... 521 1/2		
3 days..... 519 1/2		
Reichmarks.	Commercial.	
Selling.	60 days..... 94 1/2	
60 days..... 95 1/2	3 days..... 95 1/2	
Gulden.	Commercial.	
Selling.	60 days..... 39 1/2	
60 days..... 40 1/2	3 days..... 40 1/2-16	

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GENERAL BANKING BUSINESS.Government, State, Railway, Municipal and  
County Bonds Bought and Sold.Make Collections of Drafts, Notes, Dividends  
and Coupons, throughout the United States and  
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Individuals Solicited.Act as Fiscal Agents for States, Cities, Counties  
and Corporations.We are prepared, through the  
highest English connections, to  
negotiate the sale of American manu-  
facturing and other properties in  
England.**Fine Office Furniture**  
and Folding Beds.  
Brass and Wire Work. 215 Wabash Av.  
A. H. Andrews & Co., Chicago.**SOUTHERN LOAN**  
BOND INVESTMENTS.[Under this head the MANUFACTURERS' RECORD will  
publish announcements, not exceeding ONE ARCH, four  
times free of charge. Only offerings of real estate loans  
and municipal, county and other bonds, accompanied by  
specific statement of amount, time, rate of interest and  
security, will receive free insertions in this column.]**WANTED \$5,000 FOR FIVE YEARS AT**  
\$8, on a two-story brick building worth  
\$10,000, in Middlesborough, Ky., renting for  
\$1,08 per annum. Address ARTHUR, WEST  
& CO., Middlesborough, Ky.**\$7,500 WANTED FOR ONE YEAR**  
on property worth from four  
to six times amount desired. Located in one of  
the richest counties in Southwest Virginia.  
Parties wishing the loan can give ample assur-  
ance of ability to meet payment. Interest paid  
quarterly if desired. Address A. care Manufac-  
turers' Record.**8% GOLD WATER WORKS BONDS.** THE  
undersigned offers for sale, at par and ac-  
crued interest, \$15,500 in 8% gold bonds, secured  
by first mortgage, in trust, on water works which  
cost more than double the amount of its bonded  
debt, and earned in 1890 8 1/2% on its capital  
stock, besides expenses and interest on bonds.  
Principal and interest payable in gold in New  
York; the interest semi-annually. An unques-  
tionably safe and desirable investment. Full  
details on application. WM. F. PARRISH, Mills  
Building, 35 Wall Street, New York.**\$7,000 COUNTY BONDS FOR SALE.** These bonds constitute  
the total issue of Greer County, Texas; 20 years to  
run; redeemable in two years; interest 6%.  
Present county indebtedness \$20,453.05. Assess-  
ment roll for 1891 shows \$1,000,000 worth of  
assessable property. For particulars address  
ROBERT F. HILL, Attorney at Law, Room 80  
Atlantic Building, Washington, D. C.**WANTED \$8,000 FOR FROM THREE**  
to five years, at 7%; interest payable semi-  
annually; security, first mortgage on real estate  
worth \$25,000, and which in producing \$4,500  
income and increasing annually. Money wanted  
to take up loan at a higher rate by large com-  
pany. Address BOX 17, Winter Park, Fla.**WANTED \$25,000, AT 7%, FOR FIVE**  
years, secured by mortgage on cotton  
plantation of 1,100 acres, 800 acres in cultivation,  
with 20 tenants' houses. Annual rent \$4,500.  
Appraised value \$44,000. Also on 800 acres  
timber land, value \$1,500, and 30 town lots, with  
buildings thereon. Value \$7,000. For further  
particulars address W. B. PADGETT, Bates-  
ville, Ark.**WANTED \$5,000 FOR TWO TO THREE**  
years; 8% interest. This money is wanted  
to purchase improved machinery for a manu-  
facturing plant. Security given on the plant and  
25% of the gross product. The gross product of  
the plant is placed at \$100 per day for a safe es-  
timate. Additional security on \$3,000 worth of  
choice unincumbered town property. For full  
particulars address J. E. BOREN, St. Andrews  
Bay, Fla.**WANTED \$10,000 OR \$12,000 FOR ONE**  
year, secured by first mortgage on Real  
Estate and Planing Mills in North Carolina.  
Investigation will show the security to be ample.  
Address "LUMBER," care Manufacturers' Rec-  
ord.**PROPOSALS.****PROPOSALS FOR \$25,000 OF BONDS.**  
CONCORD, N. C., July 22, 1891.  
Sealed bids will be received by the Board of  
Commissioners for the town of Concord, North  
Carolina, until 12 M. Saturday, the 22d day of  
August, 1891, for the purchase of the whole or  
either class of the following bonds, viz: Street  
Improvement Class, consisting of twenty-two  
(22) bonds; Graded School Class, consisting of  
seven (7) bonds; Funding Class, consisting of  
twenty (20) bonds. The bonds of each class are  
in denominations of five hundred dollars (\$500)  
each, mature in 30 years, with 6% per annum,  
payable semi-annually, dated July 1, 1891, con-  
pans to be presented at Concord National Bank  
or at the office of the city clerk on the 1st day of  
January and July of each year. The board re-  
serves the right to reject any and all bids. W. G.  
MEANS, W. R. ODELL, C. McDONALD, Com.**SEALED PROPOSALS** will be received at the  
Office of the Supervising Architect, Treas-  
ury Department, Washington, D. C., until 3  
o'clock P. M. on the 26th day of August, 1891, for all  
the labor and materials required and fixing in  
place complete the Low-pressure Steam-heating  
Apparatus, etc., for the United States Marine  
Hospital at Evansville, Ind., in strict accord-  
ance with the drawings and specification, copies  
of which may be had on application at this office,  
or the office of the Superintendent at Evansville,  
Ind. Each bid must be accompanied by a certi-  
fied check for a sum not less than two per cent.  
of the amount of the proposal. The Department  
will reject all bids received after the time herein  
stated for opening the same, also bids which do  
not comply strictly with all the requirements of  
this invitation. Proposals must be enclosed in  
envelopes sealed and marked "Proposal for the  
Low-pressure Steam-heating Apparatus, etc.,  
for the U. S. Marine Hospital Building at Evans-  
ville, Ind.," and addressed to W. J. EDBROOKE,  
Supervising Architect. August 1st, 1891.**SOUTHERN**  
INFORMATION BUREAU.

F. S. GRIFFITH, Genl. Manager.

Acts as a RELIABLE and RESPONSIBLE  
AGENT in inducing Capitalists and Manu-  
facturers to locate South, and as an Advertising,  
Mail ing and Bond Placing Agent for any LEGIT-  
IMATE interest. Highest references.

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**GOLD MINE.**A loan of \$20,000 wanted to put the neces-  
sary machinery on one of the richest free milling  
quartz mines in California. The money will be  
refunded in one year. As a bonus, will give one-  
quarter of the capital stock of the Co. This is a  
bonanza. No Brokers.

N. K. JOYCE,

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CHICAGO, ILL.**THE BALTIMORE TYPEWRITER EXCHANGE**All styles of TYPEWRITERS BOUGHT,  
SOLD AND EXCHANGED. Supplies  
for all makes of machines on hand.—  
Repairing promptly done.

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Members Baltimore Stock Exchange.

Wm. B. OLIVER.

**MIDDENDORF, OLIVER & CO.**  
**BANKERS AND BROKERS,**

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[NEW YORK BUILDING.]

Baltimore, Md.

Stocks and Bonds Bought and Sold on Commission. Special attention given to Municipal and other Invest-  
ment Loans. Dealers in Foreign Exchange. Drafts on Europe and Letters of Credit furnished.**Manufacturing Plants Wanted.**I would be glad to correspond with parties who wish to move Manufacturing Plants  
already established, or to establish new plants in the rapidly developing iron and coal  
regions of the South. I can offer liberal inducements in the way of free sites, subscrip-  
tion to capital stock, or secured loans at low rates of interest, with choice of location.

Address

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57 Broadway, New York.

**MANUFACTURERS**

Desiring to Locate in the South should Correspond with me.

**Handsome Sites for Residences. Investments Made**  
**Which Will Pay Handsome Profits.**

PARKE L. POINDEXTER, Real Estate Broker,

Correspondence  
Solicited.**NORFOLK, VA.**L. BRECKINRIDGE CABELL,  
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U. S. Geological Surveyor.**CABELL & MOSELEY,**  
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**Lands, Securities, and Industrial Enterprises,**  
Room 17, Kemble Building,  
15 to 25 Whitehall Street, New York.Will sell, exchange for salable merchandise, mortgage for necessary funds for working expenses,  
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land in Florida situated on a navigable river and showing by analysis from 72 to 84 per centum of  
phosphate of lime 13 pits sunk from 7 to 35 feet all reach the bottom of the bed.Also a gold property in North Carolina of 300 acres, well watered and timbered land, on which  
are 11 fissure veins from one to four feet wide and each about a mile long, ore assaying \$33 per ton.  
Will be sold outright, mortgaged for necessary working expenses, or arrangement will be made  
with suitable parties to work on shares, commissions, royalty or otherwise.On hand for sale, a choice selection of properties, consisting of agricultural, mineral and timber  
lands; gold, silver, iron, coal and mica mines; breweries, mills, factories, textile and other manu-  
factories; developed, undeveloped and partly developed industrial enterprises, and county, munici-  
pal and corporate securities.**THE CAMPBELL COTTON COMPRESS**Is sold on the following **GUARANTEE.****DENSITY** Obtained,  
Equal to Any,  
**COST** of Plant,  
Less than Any,  
**EXPENSE** of Running,  
Half of Any  
**First-Class Compress.**

Correspondence solicited.

**THE CAMPBELL**  
Cotton Compress Co.,109, 111, 113 and 115  
N. FRONT ST.,

CINCINNATI, O.

# CONSTRUCTION DEPARTMENT.

**WE PUBLISH, every week, a list of every new factory, of whatever kind, projected anywhere in the South; every railroad undertaken, and every mining company organized. This information is always fresh, and, by enabling manufacturers to correspond with the projectors of such enterprises before their supplies of machinery have been purchased, is of great value. Manufacturers will find it to their interest to read this department carefully each week.**

\*Means machinery is wanted, particulars of which will be found in "Machinery Wanted" column.

In correspondence relating to matters reported in this paper, it will be a favor if it is stated that the information was gained from the MANUFACTURERS' RECORD.

## ALABAMA.

Birmingham—Bridge.—The city council will be petitioned to build a bridge across Nineteenth street.

Birmingham.—J. F. Allison, of Trinity; E. D. Wilson and Andral Vann have incorporated the Fish & Minnow Trap Co. to take and hold patents on fish and minnow traps. The capital stock is \$100,000.

Birmingham—Steam Dye Works.—C. E. Trout & Co. have, it is reported, started steam dye works.

Bluffton—Soap Factory and Rolling Mill.—Negotiations are now pending for the location of the rolling mill and the soap factory mentioned in our last issue. If arrangements are completed W. M. Brewer can give particulars.

Bradford—Coal Mines and Coke Ovens.—According to report, R. D. Smith & Co., of Birmingham, Ala., have leased and will operate the Birmingham Furnace & Manufacturing Co.'s coal mines and coke ovens at Bradford.

Childersburg—Saw Mill.—Elliott & Bliss have purchased, it is reported, will put new machinery in and operate the Montgomery saw mill near Childersburg.

Decatur—Stave Mill.—A stave mill is reported as to be erected.

Fort Payne—Basket Factory.—The Fort Payne Basket & Package Co. will rebuild its basket factory, recently reported as burned.

Gate City—Rolling Mill.—The Alabama Rolling Mills, recently reported as to rebuild its finishing department, will also put in seven additional puddling furnaces.

Hartselle—Gas and Oil Wells.—The Morgan County Asphalt & Oil Co., previously reported as organized to sink oil and gas wells, etc., has been incorporated with an authorized capital stock of \$150,000.

Hartselle—Shingle Mill.—W. J. King, of Stringer, has, it is stated, purchased and will operate the Bradley shingle mill.

Helena—Coal Mines.—E. A. Hopkins has purchased a Philadelphia (Pa.) company 3,000 acres of coal lands near Helena, including mines and all machinery attached thereto. It is stated that the company will at once commence the development of the mines.

Huntsville—Bleachery.—It is reported that a cloth bleachery will be erected at a cost of \$100,000. The North Alabama Improvement Co. can probably give information.

Mayline (P. O. Montevallo).—The Alabama Iron & Steel Co., of Brierfield, will, it is reported, open a coal mine near Mayline.

Opelika—Machine Shop.—W. P. Thompson and J. R. Williams are, it is reported, erecting a machine shop.

Oxanna—Soap Factory.—A. W. Geer & Co. have, as reported last week, let contract for the erection of their soap factory.

Shorter's Depot—Saw and Planing Mills.—The company recently reported as organized with W. E. Sistrunk as president is known as the Tallapoosa Lumber Co., and is erecting saw and planing mills, as stated; also dry-kilns. W. M. Jordan is secretary of the company, and Isaac Murphy, treasurer and manager.

Trussville—Iron Furnace.—The Birmingham Furnace & Manufacturing Co.'s iron furnace at Trussville has, according to report, been leased, and will be operated by R. D. Smith & Co., of Birmingham, Ala.

Woodlawn—Electric-light Plant, Manufacturing, &c.—The Como City Land Co., reported last week as to build new town, etc., is to lay off into lots and otherwise improve its 600 acres of land at Lake Como, near Woodlawn. It is proposed to erect electric-light plant and brick works and secure manufactories, special inducements being offered for a cotton mill. Office of company is at Birmingham; J. B. Ware, president.\*

## ARKANSAS.

Arkansas City—Lumber Mills.—The Desha Lumber & Planting Co. is erecting two additional dry-kilns at its lumber mill plant.\*

Arkansas City—Ice Factory and Cold-storage Plant.—A proposition for the erection of an ice factory and cold-storage plant will be made to the Board of Trade. Marks & Davis can give information.

Benton—Turnpike.—The organization of a stock company to construct a turnpike road from Benton to Little Rock is talked of.

Bryant—Aluminum Works.—Philadelphia (Pa.) parties will, it is reported, establish aluminum works near Bryant.

Devall's Bluff—Oar Factory.—The Devall's Bluff oar factory is reported as being enlarged.

Helena—Cottonseed-oil Mill.—The Planters' Oil Mill has been organized with H. Clopton, president, and J. C. Barlow, vice-president, to establish a cottonseed-oil mill. The capital stock is \$50,000.

Little Rock—Cooperage and Dry-kilns.—The Little Rock Cooperage Co. will rebuild at once its dry-kiln, reported last week as burned.

## FLORIDA.

Bartow—Phosphate Mines.—It is stated that G. A. K. Stevens will organize a stock company to develop phosphate mines near Bartow.

Bartow—Phosphate Mines.—W. B. Chisolm and J. W. and E. B. Addison have incorporated the Bartow Phosphate Co. with a capital stock of \$250,000; offices in Charleston, S. C., and Bartow.

Bartow—Phosphate Mines and Works.—Messrs. Keatly, Cates and Hastings, of Boston, Mass., have purchased 440 acres of pebble phosphate land near Bartow for \$40,000, and will incorporate the Bone Valley Phosphate Co. (in Massachusetts) to develop same and erect works.

Brooksville—Water Works.—The city will hold an election to vote on the issuance of bonds for water works. The mayor can give information.

Brooksville—Crate and Handle Factory.—An orange-crate and handle factory is being erected near Brooksville, as reported last week, by A. T. Sheets.

Gainesville—Phosphate Mines.—H. F. Dutton, T. G. Nichols, W. G. Robinson and C. W. Chase have incorporated the Dutton Phosphate Co. with a capital stock of \$100,000.

Hart's Road—Saw Mill.—C. H. Husted is reported as to erect a saw mill.

Jacksonville—Fertilizer Factory.—A company will, if the county votes for bonds to deepen the river, establish a fertilizer factory at Jacksonville. Mr. Ambler can give information.

Jacksonville—Cold-storage Plants.—It is stated that S. S. Harvey contemplates establishing cold-storage plants.

Key West—Canning Factory.—It is reported that W. A. Mahoney will start an oyster-canning factory.

Lakeland—Irrigating Plant.—J. J. Nieuwenkamp will, as stated recently, construct an irrigating plant.

Lakeland—Phosphate Mines.—A. A. Scott has obtained exclusive right to mine phosphate in Banana lake, near Lakeland.

Leesburg—Telephone Line.—The Leesburg Telephone Co., capital stock \$20,000, has been incorporated with M. W. Lovell as president; B. R. Milam, vice-president, and John Ellis, secretary.

Leroy—Saw Mill.—Mr. Snyder is reported as having erected a saw mill.

Marianna—Saw Mill.—The Chipola Lumber Co. is erecting a saw mill, as reported in our last issue.

Ocala.—The Ocala Mercantile & Land Investment Co. has been incorporated with C. N. Hampton, president; J. Little, vice-president, and H. W. Chandler, secretary.

Pensacola—Ice Factory.—The Stratton Ice Works will, it is reported, put in a new ice machine.

Port Tampa—Improvements.—The Port Tampa City Improvement Co. has been incorporated with B. R. Swope, president, and F. R. Armstrong, secretary. The capital stock is \$20,000.

South Jacksonville.—The Jacksonville Palmetto Manufacturing Co., incorporated by G. W. Gill, T. V. Cashen and George Hughes, has com-

pleted the erection of its fibre factory. The factory will make fibre from the leaves of the scrub palmetto, and will employ 100 hands.

Titusville—Marine Railway.—The Titusville Marine Railway has organized with F. T. Budge, president; E. L. Brady, vice president, and J. W. Rogers, secretary.

## GEORGIA.

Augusta—Electric-light Plant.—The city will receive sealed bids until September 1st for lighting the city by electricity. For full information and particulars, address the Lamp Committee. (See Machinery Wanted).

Brunswick—Oyster Cannery, etc.—J. H. Scarlett, M. M. Ullman, A. J. Crovatt and others have incorporated the Scarlett Oyster Canning & Cultivation Co. to cultivate and plant oysters, etc. The capital stock is \$60,000, with privilege of increasing to \$200,000.

Buena Vista—Water Works.—A bill to establish a system of water works in Buena Vista has been introduced in the legislature.

Chickamauga—Ice Factory.—It is proposed to erect an ice factory with a capacity of 2,000 tons per day. The Crawfish Springs Land Co. can probably give information.

Ellen N (P. O. Atlanta)—Straw-hat Factory.—A straw-hat factory is reported as to be established.

Fort Gaines—Fertilizer Factory and Oil Mill.—The Farmers & Merchants' Oil & Guano Co., reported last week as incorporated, etc., will have fertilizer factory and cottonseed-oil mill in operation by September 1st. Eugene Roberson is secretary.

Griffin—Shirt and Underwear Factory.—C. S. Chattuc & Son have erected, as reported recently, a shirt and underwear factory.

La Fayette—Cotton Mill.—A. R. Steele, J. M. Shaw, W. L. Shattuck and others have incorporated the Union Cotton Mills to erect the cotton mill recently mentioned.

Newnan—Fertilizer Factory, Acid Chambers, etc.—The Coweta Fertilizer Co., previously reported as to put in new machinery, etc., has, at a recent meeting, decided to build an acid chamber at a cost of about \$50,000.

Newnan—Electric light and Power Plant.—W. S. Witham, of Anniston, Ala., and W. L. Dresser, of Albany, N. Y., are erecting the electric-light plant lately mentioned; also power plant. Total cost will be about \$25,000.

Rome—Cotton Compress.—It is reported that the Central Railroad & Banking Co. (office, Savannah) will erect a cotton compress at Rome.

Rome—Levee.—The city will apply to the legislature for the creation of a levee committee to provide for constructing a levee in Rome. The mayor can probably give information.

Savannah—Fire-kindler Factory.—C. W. Walters, of Macon; J. C. Flynn, H. T. Moore and others have incorporated the Perfection Fire Kindler Co. to manufacture the "Perfection fire-kindler," a patent device of C. W. Walters. The capital stock is to be \$25,000.

Savannah—Sewerage and Water Works.—The Savannah Real Estate, Loan & Building Co. will construct two miles of sewerage and water works at its suburban property about November 1st. W. K. Wilkinson, treasurer, can give information.

Seville—Turpentine Stills.—Bullock, Bush & Co. have rebuilt their turpentine stills, reported last week as burned.

Thomaston—Cotton Ginney.—The Farmers' Alliance is reported as to erect a cotton ginney.

Tilton—Grist Mill and Gin.—R. Collier is, as reported last week, erecting a grist mill and cotton gin.\*

Waynesville—Lumber Mill.—G. W. Haslam, of Savannah, is reported as to remove his Maylor lumber mill to Waynesville.

## KENTUCKY.

Covington—Distillery.—J. C. Yost, Louis Hehman and G. C. Luthy have incorporated the Elmwood Distilling Co. with a capital stock of \$250,000. Its object is the manufacture and sale of liquors.

Franklin—Water Works.—The city contemplates constructing a water works system, and it is proposed to pump supply from a creek to stand-pipe or reservoir; estimated cost \$25,000.

Glasgow—Oil Refinery.—Alfred Murray will operate the oil refinery near Glasgow.

Lexington—Coal Mines.—The Crown Hill Splint Coal Co. is now being reorganized for the purpose of procuring additional capital to increase the output of its coal mines.

Lexington—Foundry and Machine Shop.—A foundry and machine shop is to be established at the State University.

Middlesborough—Glass Factory.—It is reported that a glass factory will be erected. The Middlesborough Town Co. can give information.

Middlesborough—Saw Mill.—A. H. Rennebaum has secured site and will erect a band saw mill, as reported recently; capacity will be 40,000 feet daily.

Middlesborough—Tinplate Works.—It is stated that A. Griffiths, of Colorado, representing the Colorado Tinplate Co., has selected site and is arranging for the location of branch tinplate works in Middlesborough.

Murray—Clay Lands.—Eastern capitalists are reported as having purchased 15 acres of clay lands near Murray for \$5,000.

Owensboro—Canning and Furniture Factories. A canning factory and a furniture factory are reported as to be established. R. M. Conway can probably give information.

## LOUISIANA.

Alexandria—Electric-light Plant and Water Works.—F. M. Welch has made the city a proposition to erect an electric-light plant and construct water works.

Kentwood—Ice Factory.—The erection of a \$12,000 ice factory is contemplated.

West Monroe—Saw and Planing Mills.—L. D. McLain, Fred Vollman, C. J. Boatner and others have incorporated the Ouachita Excelsior Saw & Planing Mills, Limited, to own and operate saw and planing mills. The capital stock is \$150,000.

## MARYLAND.

Baltimore—Land Improvement.—The park commissioners have appropriated \$5,000 for additional improvements to Carroll Park. For information address the chairman.

Baltimore—Paper box Factory.—Reuben Aaronson and J. M. Raffel have acquired and will operate the paper-box factory of Hillman & Aaronson.

Baltimore—Carriage Factory.—C. H. Fowler and O. C. Carter will manufacture and deal in carriages.

Baltimore—Electrical Supply Works.—A. A. Lehman, Albert Goldstein, P. R. Vogel, Jr., and others have incorporated the Lehman Manufacturing Co. to manufacture and sell pneumatic and electrical supplies; capital stock \$10,000.

Baltimore—Hat Factory.—J. D. Horner has acquired and will continue the operation of Wilson, Frank & Horner's hat factory.

Georgetown, D. C.—Steam Laundry.—Architect Van Natta, of 1215 F street, is said to be preparing plans for the erection of a 7540 feet one-story building for a steam laundry.

Hagerstown—Knitting Mill.—Edward Stake, J. W. Stonebraker, J. McP. Scott, J. A. Mason and others have incorporated the Windsor Knitting Mills to manufacture knit goods of all kinds.

Mill Green—Canning Factory.—A. J. Famous will build, it is reported, a canning factory.

Washington, D. C.—Printing Works.—The Public Service Co. has been incorporated (in Virginia) to publish a newspaper and do a general printing business. J. R. Young is president; G. R. Fisher, vice-president, and G. E. Overton, secretary; capital stock \$50,000.

Webster—Canning Factory.—J. H. Preston has, it is stated, enlarged his canning factory and put in new machinery.

## MISSISSIPPI.

Greenville—Bridges.—C. M. Johnson, county clerk, will receive bids until 7th of September, 1891, for building a pile or bent bridge across Six Mile bayou; one across Atchafalaya bayou, iron or pile bridge, and for two on road No. Nine; all to be done according to plans and specifications now on file.

Greenwood—Bottling Works.—The Leflore Ice & Coal Co. has purchased and will operate the Greenwood steam bottling works.

Meridian—Electric-light and Power Plant.—The Edison Electric Power Co. has erected an electric-power plant, as stated recently, and will soon put in lighting outfit.\*

Oxford—Planing Mill and Sash, Door and Blind Factory.—The organization of a company to erect planing mill and sash, door and blind factory is probable. A. C. Johnson can give information.\*

Vicksburg—Brewery.—The brewery recently reported will not, as stated, be erected by a company, but by individuals. It will have a capacity of 50,000 barrels annually and cost about \$150,000. The projectors are G. W. Wheelless, Robert Ernst and others.

Vicksburg—W. H. Stowers, R. N. Perkins, C. Doer, Jr., and others have incorporated the Southern Piano & Organ Co. to deal in musical instruments; capital stock \$100,000.

## NORTH CAROLINA.

Asheville—Flour Mills.—The Hazel Green Mills and the Asheville Milling Co. have consolidated, and will continue the operation of their flour mills.



Belmont-Cotton Mill.—Endeavors are now being made to organize a stock company to erect the cotton mill mentioned last week. W. W. Davis can give information.

Fallston-Cotton Gin and Saw Mill.—A cotton gin and a saw mill will be erected, it is reported.

Goldboro-Saw and Planing Mill.—The Goldboro Lumber Co. will, it is reported, erect a saw and planing mill with daily capacity of 50,000 feet.

Graham-Steam Laundry.—The establishment of a steam laundry is projected.

Henderson-Electric-light Plant.—A. C. Zollcoffer, J. R. Young, J. D. Cooper and J. P. Taylor are reported as having purchased and as to operate the electric-light plant of the Henderson Electric & Gas Light Co.

Jarretts-Marble and Talc Deposits.—W. L. Jeter and A. J. McBride, both of Atlanta, Ga., are, it is reported, endeavoring to organize (in Macon, Ga.) the Nantahala Marble & Talc Co., with a capital of \$1,000,000, to develop marble and talc contract to Curtin & Co. to supply the piping for

Morganton-Iron Bridge.—The county commissioners will soon advertise for bids for the construction of an iron bridge across the Catawba river; bids to be made on a single span of 300 feet and on two spans of 100 feet each.

Mt. Airy-Land Improvement.—The Granite City Land & Improvement Co. has increased its capital stock \$60,000, purchased and will improve the White Sulphur Springs property. The company desires plans and specifications for wagon bridges. Address H. C. Cooper, general manager.

New Berne-Cotton Compress.—The Somerville Compress Co., of Somerville, Tenn., states that it will probably erect in New Berne the cotton compress recently reported as contemplated.

New Berne-Saw Mill and Timber Land.—J. F. Prettyman, of Pemberton, Va., is erecting a saw mill at New Berne, as reported lately; 3,500 acres of pine land is to be cut.

North Carolina-Mineral and Timber Lands.—O. F. Jones, of Chattanooga, Tenn., has purchased 10,000 acres of mineral and timber lands in North Carolina, and will at some future time make arrangements for developing same.

North Wilkesboro (P. O. Wilkesboro)-Bridge.—The Winston Land & Improvement Co. (office Winston) has let contract to Andrew Murdoch, of Salisbury, for building the abutments and other stone work of the bridge it will build over the Yadkin river at North Wilkesboro.

Raleigh-Cotton chopper Factory.—W. H. J. Goodwin has invented a cotton chopper, and will manufacture same.

Raleigh-Tobacco Factory.—Phillip Taylor is erecting, it is reported, a plug tobacco factory.

Salem-Grist Mill.—Mrs. P. P. Snides is reported as having purchased the Salem Grist Mill for \$20,000.

#### SOUTH CAROLINA.

Blacksburg-Cotton Mill.—It is reported that D. D. Gaston & Co. will erect on the Broad river, near Blacksburg, the cotton mill previously mentioned.

Blacksburg-Iron Lands and Furnaces.—It is rumored that parties controlling iron ore lands on King's creek are investigating for site on which to build iron furnaces.

Carlisle-Corn and Flour Mill and Cotton Gin.—G. E. Tucker is erecting a corn and flour mill and cotton gin.

Charleston-Flour Mill.—The Southern Prepared Flour & Grain Co., recently reported as incorporated, has organized, its purpose being to succeed Lilienthal & Blohme in the operation of the Carolina prepared flour mills. J. F. Lilienthal is president; J. C. Blohme, vice-president, and A. S. Kulinski, superintendent.

Charleston-Barrel Factory and Rice Mill.—The Charleston Rice Milling Co. has recently built an additional coopeage for the manufacture of barrels.

Colleton County-Phosphate Mines.—G. E. Gibbon and J. A. Hertz, both of Charleston, have incorporated the Archdale Phosphate Mining Co., with a capital stock of \$12,000, to mine phosphates; headquarters to be in Colleton county at Archdale plantation, on the Ashley river.

Columbia-Granite Quarries.—The Stewart Stone Co., recently reported as organized to develop the Granby granite quarries, has been incorporated with G. A. Shields as president, and A. R. Stewart, secretary.

Columbia-Machine Shops.—According to rumor, the Central Railroad & Banking Co. (office Savannah, Ga.) will remove its Augusta (Ga.) repair shops to Columbia, and consolidate same with the Richmond & Danville shops at that point.

Florence-Sewerage and Water Works.—The city council has ordered an election to decide as to the issuance of \$22,000 of bonds to complete the artesian well and a system of water works, and for the drainage and sewerage of the city. For particulars, address the mayor.

Orangeburg-Publishing.—E. C. Brown, D. M. Minus, J. L. Grice and others have incorporated the Plain Speaker Publishing Co. to publish a newspaper.

Pickens-Saw Mill.—Tim Barton and William Kennemore have purchased, it is stated, and will operate Pace & Hendrick's saw mill.

Rock Hill-Wheel Factory.—The erection of a carriage-wheel factory is projected. J. G. Anderson can give information.

Union-Steam Laundry.—It is proposed to organize a stock company to establish a steam laundry.

#### TENNESSEE.

Allentown-Bridge.—There is talk of the erection of a bridge across the Watauga river.

Bristol-Boot and Shoe Factory.—A. Foulr, of Philadelphia, Pa., is investigating the advisability of establishing a boot and shoe factory in Bristol.

Chattanooga-Manufacturing Plant.—It is said that the adjustment of freight rates for Chattanooga's benefit would secure the establishment of a plant with an annual product of \$1,500,000.

Chattanooga-Artificial Stone Works.—It is proposed to organize a stock company to establish artificial stone works. H. S. Palmer can give information.

Chattanooga-Paper-box Factory.—The Enterprise Paper Box Co., Fred Banditz, proprietor, is reported as to start a paper-box factory.

Chattanooga-Steamboat Line.—The citizens have held a meeting endorsing the movement now in progress to organize a company to establish a steamboat line between Chattanooga and St. Louis, Mo., by way of the Mussel Shoals canal, recently completed.

Cleveland-Lead Mines.—It is reported that Chattanooga parties have purchased the Langston farm, near Cleveland, for \$6,000, and will develop lead ores on same.

Harriman-Auger-bit Works.—The Bailey Auger Bit Co., of Lancaster, Ohio, will remove its works to Harriman, having contracted with the Harriman Manufacturing Co. to that effect, as reported recently.

Humboldt-Spoke Factory.—The Union City Spoke Factory has been removed to Humboldt and consolidated with the Southern Spoke Co.

Jasper-Land Improvement, Timber Lands, etc.—The Jasper City Improvement Co. has been organized with capital stock of \$242,000 and controls coal and timber lands, town lands, etc.

Jasper-Iron and Steel Works.—The Jasper Iron Co., recently reported as chartered, has been organized by J. H. Baker, of Alleghany, Pa., with a capital stock of \$600,000, paid-in capital \$197,000. The company proposes to erect plant of brick and iron with complete outfit of new machinery to manufacture field hardware, car forgings, bar iron and steel, etc.

Kingston-Saw and Shingle Mill.—M. P. Maxwell has, it is reported, put shingle machinery in his saw mill.

Knoxville-Carriage Factory.—P. B. Shepherd is corresponding with a Northern manufacturer desirous of removing his carriage factory to the South.

Knoxville-Match Factory.—The Chamber of Commerce is in receipt of a letter from New York parties desirous of establishing a parlor-match factory in Knoxville.

Knoxville-Pipe and Tile Works.—It is proposed to organize a company to put in operation the pipe and tile works of the Knoxville Drain-pipe & Tile Co. H. M. Aiken can give information.

Lawrenceburg-Fruit Evaporator.—Newton & Trescott are erecting a fruit evaporator; machinery has been ordered.

Lawrenceburg-Water Works.—J. W. Garrett will construct a water works system.

Nashville-Canning Factory.—The Coulter Manufacturing Co., of Kansas City, Mo., will, it is reported, establish a branch canning factory in Nashville.

Union City-Electric-light Plant and Water Works.—Guild & White, of Chattanooga, have received contract to erect the electric-light plant and construct the water works previously mentioned; cost will be about \$54,000.

#### TEXAS.

Austin.—The charter of the Lake Navigation Co., recently reported (under Travis county) as incorporated, etc., is held by A. E. Shepard, of San Angelo, who is endeavoring to organize the company. Its purpose is to navigate the lake to be formed by the Austin dam, now building.

Big Spring-Woolen and Scouring Mill.—The city has raised a bonus of \$10,000 to secure the establishment of a woolen and scouring mill, as stated recently. John Smedley can probably give information.

Brenham-Cotton Compress, Oil Mill, &c.—D. C. Giddings, William Perry, Thomas Dwyer and others have incorporated the Brenham Compress, Oil & Manufacturing Co. to gin and bale cotton, manufacture cottonseed-oil, etc. The capital stock is \$150,000.

Brookston-Cotton Gin.—Park & Smiley have erected a cotton gin, as reported previously.

Burnet County-Coal Mines.—Thomas Hays, of Crowley, La., may develop coal mines in Burnet county.

Clarendon-Machine Shops.—The Fort Worth & Denver City Railway Co. (office, Fort Worth) is to put in additional machinery and erect a carpenter shop, so it is stated.

Chattanooga-Elevator Works.—The Chattanooga Elevator Manufacturing Co. has put new machinery in and increased the capacity of its elevator works, as reported in our last issue.

Corsicana-Lock Factory.—The establishment of a lock factory is talked of.

Cuero-Castor-oil Mill.—Messrs. Diffy and Smidt will, it is reported, start a castor-oil mill.

Dallas-Crematory.—The city has decided to erect the crematory lately mentioned, and the council has ordered the issuance of \$14,000 of bonds to pay for same. For particulars address the mayor.

Dallas.—The Dallas Improvement Co., reported last week as incorporated, has for its secretary J. D. Thomas.

El Paso-Machine Shops.—The Texas & Pacific Railway Co. (office, Dallas) is boring for water, and if successful will, it is stated, erect repair shops in El Paso.

Fort Worth-Ice-machine Works, &c.—The Fort Worth Iron Works has added the manufacture of a patent ice machine to its plant, as reported recently.

Granbury-Flour Mill.—J. W. Egloff will, it is reported, put in a 75-barrel roller process flour mill.

Hallettsville-Water Works.—T. V. Hill is reported as to erect a water works system.

Hillsboro-Flour Mill.—Dr. Schofield has purchased, it is reported, the Hillsboro roller process flour mill, and, with J. R. Thompson, C. M. Durham and Edward Rogers, organized a stock company to operate it.

Huntsville-Electric-light Plant, Ice Factory and Water Works.—It is proposed to organize a company to enlarge the C. G. Barrett ice factory, construct water works and erect electric-light plant. W. S. Gibbs can give information.

Jacksonville-Canning Factory.—The Jacksonville Canning Co. will increase its canning factory's capacity, as reported last week, but not until next season.

Jewett-Glass Factory.—The erection of a glass factory is talked of.

Marshall-Basket Factory.—Fort Payne (Ala.) parties have been investigating concerning the canning factory mentioned last week.

Montague-Canning Factory.—The Montague Canning Co., recently reported as incorporated, will start a canning factory.

San Antonio-Ornamental Iron Works.—A stock company to establish wire goods and ornamental iron works is being organized. Secretary Commercial Exchange can give particulars.

Stephenville-Electric light Plant and Water Works.—W. C. Baldwin contemplates the erection of an electric-light plant and the construction of water works.

Stephenville-Cotton Ginnery.—James Beech has erected a new cotton ginnery.

Sterling.—The McGee Irrigating Ditch Co. has been incorporated with a capital stock of \$5,000 by Jasper, T. A. and A. G. McGee.

Taylor-Electric light Plant.—The city council is negotiating for the lighting of the city by electricity. The mayor can give information.

Thomaston-Cotton Gin.—Mr. McManus has, it is stated, recently put in a new press and otherwise improved his cotton gin.

Velasco-Ice Factories.—Two ice factories will, it is reported, be erected.

Vernon-Water Works.—As stated recently, the city has purchased and will operate the water works of the Vernon Ice, Light & Water Co.

#### VIRGINIA.

Charlottesville-Building-material and Furniture Factory.—Lot Davis, of Ironton, Ohio, is president; A. R. Johnson, of same place, treasurer, and C. W. Loomis, secretary, of the Enterprise Mills & Construction Co., reported last week as to erect building-material and furniture factory, etc.

Danville-Brick Works.—The Danville Brick Co., reported last week as incorporated to manufacture brick, etc., has been organized by the Southern Finance Co. and commenced operations.

Folly Mills-Lime Works.—Danner & Co. have erected the lime-kiln reported last week, and expect soon to erect several more.

Franklin-Knitting Mill.—R. W. Lewis, of New Jersey, has been investigating looking to the removal of a knitting mill to Franklin.

Fredericksburg-Lumber Mills, Mining, &c.—The Spotswood Land & Mining Co., reported last week as incorporated to manufacture lumber, etc., has D. L. King, of Washington, D. C., as president, and R. A. Burton as secretary and treasurer.

Graham-Sash, Door and Blind Factory.—The N. Hockman Manufacturing Co., previously reported as organized to operate sash, door and blind factory, etc., has been incorporated with an authorized capital stock of \$25,000.

Graham-Lumber Mills.—The Virginia Lumber Co. will renew its woodworking department, reported in this issue as burned. Arrangements for machinery have been completed.

Harrisonburg-Ice Factory.—The Harrisonburg Ice Manufacturing Co. will enlarge its ice factory during the coming winter.

Lexington.—The Highland Investment Co. has been incorporated to deal in lumber and brick, etc. C. P. Jones, of Monterey, is president, and J. B. Sterrett, secretary; authorized capital stock \$100,000.

Lynchburg-Paper and Pulp Mill.—The Lynchburg Paper & Pulp Co. will, it is stated, put \$60,000 worth of additional machinery in and otherwise enlarge operations in its pulp and paper mill.

Norfolk-Furniture, Sash, Door and Blind Factory.—J. W. Dustin, of Boston, Mass.; H. W. Payne and J. A. Thompson will, it is reported, establish a sash, door, blind and furniture factory, and operate as the South Norfolk Manufacturing Co.

Norfolk-Saw Mill.—Howard Johnson is reported as erecting a \$75,000 saw mill.

Portsmouth.—The government has purchased for \$10,000 a lot adjacent to the navy-yard for an addition to the lighthouse buoy-yard.

Radford-Electric-light and Power Plant, &c.—F. J. Kimball, J. I. Doran and J. H. Dingee have formed the Radford Water, Light & Power Co. to establish electric-light plants, gas works, water works, etc. The capital stock is \$1,000,000.

Richmond-Gas Plant.—A resolution providing that the committee on light ask for an appropriation of \$25,000 to secure a water-gas plant has been introduced in the city council and adopted. Mr. Gann can give information.

Richmond-Electrical Works.—The Traylor Electrical Co. contemplates enlarging its electrical works.

Richmond-Acid Plant.—The Atlantic & Virginia Fertilizing Co. is, it is reported, erecting an acid plant near Rockets.

Salem-Industries and Land Improvement.—A Detroit (Mich.) and Washington (D. C.) syndicate has purchased 216 acres of land adjacent to Salem from the South Salem Land Co. They will lay it off into lots and endeavor to locate manufacturing industries.

Salem-Land Improvement and Industries.—Pittsburg (Pa.) and Chicago (Ill.) parties are laying off into streets and building lots the Cave Heights property, adjacent to South Salem. Industrial plants are to be established, so it is stated. W. R. Johnson has grading contract, and can probably give information.

Savernake (P. O. Triford)-Brick Works and Dry-kilns.—The Savernake Pressed Brick Co. is to erect several additional dry-kilns, as reported last week.

Savernake (P. O. Triford)-Building-material Factory.—The stock company previously reported as organized to erect building-material factory has been incorporated as the Savernake Planing Mill Co. Thomas Dunlap is president, and J. A. Menefee, secretary and treasurer; capital stock \$25,000.

Scottsville-Extract Works and Tannery.—D. O. Clements has, as reported last week, erected two additional buildings to his tannery, and will put in machinery to manufacture his own tanning extract.

Spring Grove-Saw Mill.—Shepherd & Co. are reported as erecting a saw mill near Spring Grove.

Stuart-Fruit Evaporator.—A fruit-evaporating plant will probably be erected.

Waynesboro-Water Works.—The Street Railway, Light & Power Co., recently reported as incorporated, and the city will jointly construct a system of water works, supply to be pumped from springs; cost will be about \$12,000 or \$15,000.

Winchester-Publishing.—The Winchester Times Co., reported last week as incorporated, will continue the publication of the Winchester Times.

Wytheville-Water Works.—The city has let deposits at Jarretts. The extension of the water mains recently mentioned.

#### WEST VIRGINIA.

Charleston-Electric-light Plant.—It is proposed to put an electric light plant in the Capitol building. The board of public works can give information.

Fayette County-Coal and Timber Lands.—According to report, M. E. Miller, of Staunton, Va.; H. H. Fay, of Boston, Mass.; R. H. Crozer, of Philadelphia, Pa., and others have purchased 1,000,000 acres of coal and timber lands in Nicholas, Fayette and Greenbrier counties.

Huntington-Brick Works.—B. A. Wolcott and B. D. Elder, of Athens, Ohio; A. H. Murray and others have, it is reported, organized a \$10,000 stock company to erect brick works.



Kanawha City—Lumber Mills.—John Higgs, Andrew Calderwood, W. H. MacCorkle and others have incorporated the Kanawha City Lumber Co. to erect lumber mills, etc.; capital stock \$25,000.

Lazearville—Canning Factory.—H. G. Lazear will, it is stated, establish a canning factory.

Marshall County—Bridge.—E. M. Lewis, county clerk, Moundsville, will receive sealed proposals until August 25 for the erection of a wrought iron bridge over Fish creek at Fair's Crossing, in Marshall county.

New Martinsville—Electric-light Plant.—The establishment of an electric-light plant is projected.

Pennsborough—Broom Factory.—John Bell has, it is reported, started a broom factory.

Point Pleasant—Woodworking Factory.—The city is to hold an election to vote on the question of issuing \$10,000 of bonds to secure the removal of a Pittsburg (Pa.) woodworking factory to Point Pleasant.

Ronceverte—Wheel Factory.—The Ronceverte Wheel Co. (J. F. Brown & Bros., proprietors) will erect a wheel factory.\*

Ronceverte—Water Works.—The city has let franchise to E. M. Nettleton, of Covington, Va., for the construction of a water works system, as stated recently.

Wheeling—Oil and Gas Wells, &c.—R. J. Buchanan and J. M. Patterson, of Pittsburg, Pa., C. B. Hart and others have incorporated the Cumberland Oil Co. to sink oil and gas wells and construct pipe lines.

#### BURNED.

Graham, Va.—The woodworking departments of the Virginia Lumber Co. damaged by fire; loss about \$15,000.

Longview, Texas.—The Longview Ice Factory; loss about \$6,000.

Orangeburg, S. C.—F. D. Bates's grist and saw mill.

### Building Notes.

Abbeville, Ga.—A. J. Wells will, it is stated, erect a three-story brick building, also three store buildings. Dr. Royal, Major Reid and John McCarty are reported as to erect brick buildings.

Ashland, Ky.—Hotel.—Arrangements are being made for repairing the Hotel Aldine, damaged by a recent fire.

Atlanta, Ga.—Courthouse and Jail.—Fulton county contemplates expending \$150,000 in building a new courthouse and jail. The county clerk can give particulars.

Atlanta, Ga.—Station-house.—It is contemplated to build the station-house previously reported at a cost of about \$50,000. The chairman of the board of police commissioners can give particulars.

Atlanta, Ga.—School Buildings.—It is stated that buildings will be erected for the following institutions to be located at Manchester, a suburb of Atlanta: The Southern Female College, now situated at La Grange; Moreland Park Military Academy, of Kirkwood, and the Georgia Military Institute. The Manchester Investment Co. can give particulars.

Baltimore, Md.—Warehouse.—Miller & Hall have contract for building the three-story warehouse of Roger W. Barron, mentioned in last issue.

Baltimore, Md.—Warehouse.—Fred Euler will erect a four-story brick warehouse.

Baltimore, Md.—Building permits have been granted to John W. Paca to erect 15 two-story brick dwellings; B. T. Bingham, 2 two-story dwellings; John Ulrich, 2 two-story dwellings; J. Holtman, 2 two-story brick buildings; G. R. Scharf, 3 two-story brick buildings; L. Herfert, three-story brick building; J. T. Hopkins, two-story brick building.

Baltimore, Md.—School Building.—Joseph J. Willis has secured contract at \$17,298 for the erection of a school building for No. 11 school at Carroll.

Baltimore, Md.—School Building.—Charles L. Carson will furnish plans for the remodeling of a building for the Cathedral Female Parochial Schools.

Batesville, Ark.—Bank Building.—J. M. Bartlett has secured contract to erect the building for the People's Savings Bank, lately mentioned.

Bay St. Louis, Miss.—Hotel.—P. J. Montross, of Biloxi, is reported as interested in a project to build a large hotel in Bay St. Louis.

Brauford, S. C.—Jail.—Contract has been awarded to the Pauly Jail Building & Manufacturing Co., of St. Louis, Mo., for building the county jail lately mentioned.

Big Stone Gap, Va.—School Building.—Another school building is to be erected. The mayor can give particulars.

Big Stone Gap, Va.—W. H. Nickles & Co. will erect a three-story brick, iron and stone business building 48x80 feet.

Blakely, Ga.—Jail.—Early county contemplates building a new jail. The county clerk can give information.

Bristol, Tenn.—School Building.—Dr. John R. Dickey will receive bids until August 20 for furnishing material and labor for the brick and carpenter work, slate roofing, stone and terra-cotta trimmings, 18,000 yards of plastering, steam heating and plumbing, gas and electric lighting, painting, hydraulic cement, building supplies, etc., for the school building to be erected for the Southwest Virginia Institute, previously mentioned. W. P. Tinsley, of Lynchburg, Va., prepared the plans.

Buena Vista, Va.—Depot.—George T. Pearson, of Philadelphia, Pa., furnished the plans for the new depot to be built by the Norfolk & Western Railroad Co. (office, Roanoke), lately mentioned. It is to be 115x47 feet, and be built of brick and sandstone. J. C. Jones, of Basic City, has the contract, and the probable cost is \$35,000.

Cameron, W. Va.—School Building.—Batson, Allum, Miller & Co. have secured contract at \$5,197.50 for erecting the school building mentioned in last issue.

Chattanooga, Tenn.—It is stated that a large brick business house will be erected on the site of the Market-street stables.

Chattanooga, Tenn.—L. S. Colyar, previously reported as to erect a four-story brick and stone business building 23x120 feet, has awarded contract for same at \$12,950.

Corpus Christi, Texas—Hotel.—Judge Westervelt is reported as to build a large hotel.

Dallas, Texas—Perry Bros., lately referred to, will erect a three-story pressed brick business building on Main street.

Dayton, Tenn.—Lovelace & Pearcy contemplate erecting several buildings.

Durham, N. C.—School Building.—S. F. Tomlinson will receive bids until August 24th for the erection of the Durham graded school building. S. A. Leary prepared the plans.

Ellijay, Ga.—Courthouse and Jail.—A bill has been introduced in the legislature authorizing the ordinary of Gilmer county to submit to a popular vote the question of issuing bonds to build the courthouse and jail referred to in last issue. The county clerk can give particulars.

Elverton, Tenn.—Church and School Building. The church and school building lately mentioned will be erected on a site furnished by the East Tennessee Land Co. of Harriman.

Fort Gaines, Ga.—Church.—The Baptists will build the \$5,000 edifice mentioned in last issue. J. E. Paulin can give particulars.

Fort McCoy, Fla.—School Building.—The school building lately mentioned will be built. It is to be 30x45 feet, and all material has been purchased.

Fort Worth, Texas—Church.—The members of the Colored Methodist Episcopal Church intend building a new edifice.

Fort Worth, Texas—Engine house.—The erection of a central engine house is contemplated. The mayor can give information.

Frederick, Md.—Depot.—The Baltimore & Ohio Railroad Co. (office, Baltimore) has awarded contract to E. Brady & Sons, of Baltimore, for building a new depot.

Front Royal, Va.—The Royal Building Co. has awarded contract for the erection of 10 dwellings.

Galveston, Texas—Engine house.—Bids will soon be invited by the commissioner of public works for building engine house No. 5. An appropriation of \$5,000 is made for the building.

Graham, N. C.—Hotel.—The erection of a hotel is proposed.

Goldboro, N. C.—Orphanage.—The buildings to be erected for the orphanage of the Independent Order of Odd Fellows will be built on the cottage plan and cost about \$27,500. W. T. Dortch can give particulars.

Greensborough, Ala.—Hotel.—W. W. Thompson, of Tuscaloosa, has been awarded contract for building another story and making other improvements to the hotel of Dugger Bros.

Hagerstown, Md.—Church.—The Baptists will build an edifice.

Huntington, W. Va.—Church.—The Presbyterians contemplate building a new edifice.

Jackson, Miss.—School Building.—Mrs. Mary E. Holmes, of Rockford, Ill., proposes, it is announced, to invest from \$75,000 to \$100,000 in a colored industrial and literary school to be located in Mississippi. Offers of sites and other inducements are, it is said, to be made through J. L. Power, of Jackson.

Jacksonville, Texas—School Building.—Contract is to be awarded shortly for the erection of a two-story brick school building, and contract has been let for building a number of brick stores.

Liberty, Ky.—Hotel.—R. T. Pierce is reported as to build a hotel.

Little Rock, Ark.—Warehouse.—P. Powers has, it is stated, secured contract to build the Lafferty warehouse.

Louisville, Ky.—School Building.—A. V. du Pont, Andrew Cowan, R. A. Robinson and others

are promoters of the project lately mentioned to erect a \$30,000 building for a manual training school.

Macon, Ga.—Hall.—The Young Men's Christian Association will probably erect a hall building.

Mineola, Texas—Opera-house.—R. B. Kuteman has awarded contract for the erection of an opera-house and store building.

Monroe, La.—The Monroe Brick Co. will erect a two-story brick store building.

Morristown, Tenn.—School Building.—A school building will probably be erected in the East End. The mayor can give information.

Mountain City, Tenn.—Hotel.—The Doe Mountain Mining & Improvement Co. will, it is stated, build the \$40,000 hotel lately mentioned.

Mount Airy, N. C.—Hotel.—The Granite City Land & Improvement Co. will award contract about September 1 for building a hotel at White Sulphur Springs.

Nashville, Tenn.—Capitol.—Contracts for repairing the State Capitol, previously mentioned, amounting to \$24,000, have been awarded. Moore & Bain received the contract for heating at \$15,816, also for plumbing at \$1,252; Ryan & Shea, for iron work at \$3,678; Watson Roofing Co., for covering porticos, etc., at \$3,442. McDonald Bros., of Louisville, Ky., are the architects in charge of the improvements.

Navasota, Texas—School Building.—The bids for erecting the school building lately mentioned have been rejected and new bids will be invited. The mayor can be addressed.

New Birmingham, Texas.—A \$50,000 stock company has, it is stated, been organized to build residences. T. J. Govel can give particulars.

New Orleans, La.—Hospital.—Muir & Fromherz have been awarded contract for erecting the outdoor clinic building at the Charity Hospital, lately mentioned. The cost will be \$14,350.

Newport News, Va.—D. S. Jones will, it is stated, erect 4 large brick business houses; F. N. Pike 2, and L. R. Timberlake 1. Architect Wallace is preparing plans for the erection of buildings for Barclay & Williams and Moss Bros.

Newport News, Va.—Jail.—George H. Evans has contract at \$20,148 for erecting the courthouse and jail mentioned in last issue.

Newport News, Va.—Depot.—The Chesapeake & Ohio Railroad Co. (office, Richmond) will, it is stated, soon commence the building of a new passenger depot.

Newport News, Va.—J. E. White, of New York, will, it is reported, build 10 brick houses in Newport News.

Newport News, Va.—A number of brick business buildings are to be erected in place of the structure lately destroyed by fire.

Norfolk, Va.—W. H. White will erect a business building.

North Wilkesborough (P. O. Wilkesborough), N. C.—School Building.—Hill C. Linthicum, of Winston, has delivered plans for the erection of a school building 100x87 feet. George W. Hinshaw, president, of Winston, can be addressed as to the letting of contract, etc.

Orlando, Fla.—Courthouse.—Contract for building the courthouse for Orange county, previously mentioned, has been awarded to the W. C. Green Co., of 22 Pacific avenue, Chicago, Ill., at \$54,937. The work is to be completed within 12 months.

Pine Bluff, Ala.—Jail.—Bids will be received until August 21 by W. F. West for building the jail for Jefferson county mentioned in last issue.

Pocahontas, Va.—L. Lazarus & Co. will erect a large business house.

Point Pleasant, Va.—Jail.—Contract has been let for the erection of a new jail for Mason county. The estimated cost is \$15,000. The county clerk can give particulars.

Pulaski City, Va.—W. C. Kelly has been awarded contract at \$5,000 for the erection of the two-story business building, 25x100 feet, for W. C. Seagle & Co., lately noted.

Radford, Va.—J. F. Martin will erect a two-story brick store building 30x50 feet.

Richmond, Va.—Hotel.—John Murphy purchased the Palace Hotel, as stated in last issue, also adjoining property, and intends next spring to build them into one large hotel.

Richmond, Va.—The remodeling of the Virginia Supreme Court building is proposed. Major Gaines can give information.

Richmond, Ky.—Hotel.—Architect Des Jardin, of Cincinnati, Ohio, will prepare plans for the erection of the Hotel Glyndon, previously mentioned. Bids for construction will probably soon be invited. A. R. Burnham can give particulars.

Ronceverte, W. Va.—School Building.—J. W. Sampson will receive bids until September 5 for the erection of the school building lately mentioned. It is to be a three-story brick structure, 50x70 feet.

Salem, Va.—Orphanage.—C. E. Cassell, of Baltimore, has prepared plans for buildings to be erected for the Baptist Orphanage, previously referred to. The plans provide for an adminis-

tration building 78x53 feet, with dining hall 78x60 feet, and 6 cottages.

San Antonio, Texas—Hotel.—A hotel will probably be built at Live Oak Point or Ocean View, a new resort, 5 miles above San Antonio.

Shepherdstown, W. Va.—Town Hall.—The town hall mentioned in last issue is to be 48x75 feet and 30 feet high. G. W. Humrickhouse & Son have the contract. The cost will be \$6,000.

Smithfield, Va.—Church.—An edifice to cost about \$5,000 will be built for Bethany Methodist Church.

Smithfield, N. C.—Church, College, etc.—A college, church and two large brick stores are being built. J. C. Bingham can give particulars.

South Watauga, Tenn.—A. W. Smalling is reported as to erect a large business building.

Spring Grove, Va.—School Building.—Rev. J. J. Smallwood has, it is stated, purchased property on which a building will be erected for a colored normal and industrial school.

Stephenville, Texas—Courthouse.—The commissioners' court of Erath county has adopted plans for the erection of the courthouse previously reported at a cost of \$75,000. Bids for construction are being received. H. H. Hardin can be addressed.

Suffolk, Va.—Depot.—The Norfolk & Western Railroad Co. (office, Roanoke) contemplates, it is stated, the erection of a depot in Suffolk.

Tarpon Springs, Fla.—Sanitarium.—The sanitarium lately noted will be built by the West Coast Development & Sanitary Colony Co., of 1231 Filbert street, Philadelphia, Pa.

Tirzah, S. C.—School Building.—The erection of a school building is contemplated.

Tusculum, Ala.—Bank Building.—H. E. Carr will, it is stated, erect a bank building.

Vicksburg, Miss.—J. D. Tanner has been awarded contract for the brick work on the Markham building; Architect Stanton furnished the plans. Beck & Bro. have received contract to erect a large two-story brick store building for Charles Kette.

Washington, D. C.—Stable.—R. E. Crump has prepared plans for the erection of a two-story brick building at the Mount Vernon stables, to have carriage elevator, etc.

Washington, D. C.—L. E. Dessez has prepared plans for the erection of a two-story building for the superintendent of the naval observatory. It is to have steam heating, electric lighting, laundry, etc.

Washington, D. C.—Church.—B. B. Owens, of Baltimore, has prepared plans for the erection of a brick and brownstone edifice at the northeast corner of North Capital and K streets. The estimated cost is \$15,000.

Washington, D. C.—Apartment House.—Plans have been prepared by Architect Von Nerta for the erection of the five-story apartment house for Dr. J. M. Gregory and others, previously mentioned. The estimated cost is \$50,000.

Washington, D. C.—Building permits have been granted to W. H. H. Gorham for two brick dwellings to cost \$6,000; J. H. Meriwether, seven to cost \$17,500; J. R. Brooks, 7 two-story brick dwellings; O'Neill & Mackabee, 4 two-story brick dwellings; J. H. Duvall, 7 two-story brick dwellings; L. Simmons, 5 two-story brick dwellings; G. W. Gessford, 5 two-story brick dwellings, and C. M. Smoot, E. N. Waters, Hugh McCaffery and L. Schaub, one each.

Wayne C. H., W. Va.—Courthouse.—J. D. Sites and S. A. Maupin, of Catletsburg, Ky., have, it is stated, secured contract at \$24,500 for building the Wayne county courthouse, previously mentioned. J. B. Stewart, of Huntington, prepared the plans.

Winston, N. C.—Market-house.—Glenn Brown and W. E. Hall, of Washington, D. C., furnished the plans for the municipal building previously reported, and bids are now being received. The mayor can be addressed.

Winston, N. C.—Hill C. Linthicum is making plans for the following: 30-room city flat building for Cicero Tise, 6-room dwelling for Thomas Farrow, 7-room dwelling for V. W. Long, and 8-room residence for Major John Young.

Yorkville, S. C.—Depot.—The Richmond & Danville Railroad Co. (office, Richmond, Va.) has selected a site on which to build the depot previously referred to.

THE tax digests of Georgia filed in the comptroller-general's office to date show that in 82 counties there has been a large increase in the value of property subject to taxation and in 13 a decrease. The net gain for the past year in the 95 counties has been \$11,916,509. In view of these solid facts the sad tales of some of the Alliance orators of Georgia of the bankrupt condition of that State's farmers must be taken in a P. C. wickian sense.

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### An Insular Naval Station Needed.

The United States ought to have a coaling and naval station on some one of the islands lying east of the South Atlantic States. It is important to our commercial interests that such a station should be secured, for if we should be so unfortunate as to be involved in war with any European power such a harbor would be an actual and grave necessity.

Years ago a large and influential body of citizens hoped to acquire Cuba by purchase if possible, but by conquest if the former failed. This sentiment led to armed raids, in which many esteemed citizens participated, either as capitalists paying their costs or as volunteers. Their proposed action, though well meant, was contrary to the policy and laws of this country, and the strong arm of the government intervened and brought their scheme to naught. During the war between the States the need of a naval station somewhere off the South Atlantic coast became so apparent that Secretary of State Seward, with the cordial approval of President Lincoln, successfully negotiated with the government of Denmark for the purchase of the island of St. Thomas. The assassination of the President and the changes that followed that sad catastrophe led Congress to abandon that purchase after all the negotiations between the two countries were settled.

President Grant was particularly desirous to purchase Samana bay, in the island of Santo Domingo, but Congress did not concur with him, and that negotiation failed. Recently Admiral Gherardi has tried to secure from Hayti the St. Nicholas Mole, but his work seems to have been in vain.

Referring to these several attempts, the New York Tribune says:

It must now be evident to any one familiar with the West Indies that the failure to obtain St. Thomas was a serious misfortune. For the purposes of a naval station it is altogether superior to either Samana bay or St. Nicholas Mole. The harbor is circular in shape, completely landlocked except at the entrance, and most admirably adapted for defence. Not only are the headlands at the entrance high and precipitous, but the hills back of the town command the harbor. St. Thomas could easily be converted into another Malta, and it lies at the apex of the West Indian group on the direct route to Brazil, and is in strategic relations with the Spanish Main and the entrances to the proposed interoceanic canals. The population of the Danish group is the most orderly and peaceable in the West Indies. There would not be the slightest difficulty in governing the islands.

The reasons which convinced President Lincoln that St. Thomas ought to be occupied by the United States as a naval power are as valid to day as in January, 1865. We do not say that it is necessary to obtain by purchase these islands, but we are convinced that it would be wiser to reopen negotiations with the Danish government than to attempt to get a foothold in a hotbed of revolution like Hayti, or in a country extremely jealous of its territorial rights like Santo Domingo. It would be reparation, moreover, for an act of wanton

injustice to Denmark, to take measures for acquiring the islands even at this late day. There was a lamentable lack of good faith displayed by the United States in its dealings with that brave little maritime State.

THERE are at least fifty towns in the developing South where new houses are needed—not expensive residences, but neat comfortable frame cottages for skilled workmen and their families. So great is this need that land owners will gladly make favorable terms to any person or corporation who will supply it. There is no greater opportunity offering to conservative capitalists than this. This demand is caused by the approaching completion of many large manufacturing plants, whose employees will be transferred to them from other and distant points. Those skilled mechanics generally have families and are housekeepers. They want homes, not boarding-houses. They are, as a class, reliable rent payers, and they take good care of their homes. Probably ten thousand new cottages, built at a cost varying from \$800 to \$2,000, could be rented at paying rates before the first of next year to this class of tenants.

THERE has been finished at the Richmond (Va.) Locomotive & Machine Works a second enormous casting for the Newport News Dry Dock & Shipbuilding Co., a similar one having been made by the same company several months since. These heavy castings, that when finished weighed 38,000 pounds each, required a charge of nearly 60,000 pounds of iron. It took five and a half hours to transfer the melted iron from the furnace to the moulds. The latter—formed of sand—had been kept in place by enormous weights surrounding and sustaining the frames. The castings, when cleaned and dressed, will be a cylinder 8 feet long, with an interior diameter of 7 feet. There are not many shops in the country where such a ponderous cylinder could be cast and finished, but as the iron production of the South increases and auxiliary industries are established, it may be expected that this achievement will later on be dwarfed by others of much greater magnitude. There are no limitations to the South's ability to do whatever can be done elsewhere in the world. Every success like that above noted gives the confidence needed for greater undertakings in the future.

THE projected Ensley steel plant at Birmingham promises to become a reality. It was proposed that the citizens of Birmingham raise \$150,000 of the \$1,000,000 needed. At the first public meeting called to consider the subject the hall was not large enough to admit all the citizens who desired to attend. Subscriptions aggregating \$102,000 were made, and this amount has since grown to \$120,000.

TO SOUTHERN corporations, bankers and brokers: THE MANUFACTURERS' RECORD will give investment offerings four insertions free, announcements not to exceed one inch in space.

### WHITE SULPHUR SPRINGS

#### Some Facts About West Virginia's Great Summer Resort.

A Story of General Jackson's Youth. How the Great Confederate General Happened to Go to West Point.

[Special Cor. MANUFACTURERS' RECORD.]

WHITE SULPHUR SPRINGS, W. VA., August 10, 1891.

There are resorts and resorts, but in all the North and all the East and all the West and all the South, there is but one White Sulphur. At a few other resorts there congregate greater crowds. At a few other resorts there is a greater effort at display. But at no other American resort is there gathered every summer such a number of the high-born, the high-bred, the genuinely refined. Elsewhere may be found, in the aggregate, greater wealth, but nowhere else representatives of so many substantial families. It is a cold and dismal place for the parvenu. Here the vulgarian is as a fish out of water. But at the White Sulphur the genuine and true may always feel sure of finding congenial fellowship.

While the gay young swell is here found more profusely than at any other Southern watering-place, being irresistibly attracted by the ever-present aggregation of the fair, gentle and gracious, nevertheless the percentage of solid men of affairs, of statesmen, aye, even of clergymen, is probably higher among the guests of this than of any other summer resort on the continent. Among the regular habitués of the place may be mentioned such men as Senators Gibson, of Louisiana; Barbour and Daniel, of Virginia; Kenna, of West Virginia; ex-Senator J. N. Camden; Gov. Gordon, of Georgia; Gov. Pattison, of Pennsylvania; ex-Secretary Endicott, of Massachusetts; C. H. Coster, of Drexel, Morgan & Co.; Gen. Roger A. Pryor and Charles M. Fry, of New York; Prof. John B. Minor, of the University of Virginia; Gen. Joseph R. Anderson, of Richmond; Rev. Moses D. Hoge, the great Richmond Presbyterian preacher, and Bishop Peterkin, of West Virginia. Scores of names not less distinguished might be added. There are many old families which have been represented here through three or four successive generations; consequently there are traditions clustering around every cottage and every one of the stately shade trees that spread out their giant arms over a lawn which the summer sun strives to shine upon in vain.

At this writing there are exceeding 1,200 people comfortably quartered here, exclusive of the 500 servants, whose business it is to anticipate the slightest wants of Colonel Eakle's guests; and, apropos of servants, nowhere else are there to be found such servants as are here. Many of them have worked here for a score or more of seasons. Some of them know the position and quality of the guests as well as the superintendent himself, with all his far-reaching acquaintance with the *creme de la creme* of the land; for instance, the manservant in charge of the cottage where I sojourn not only knows half the people here, but he can give you their genealogy.

The present season has so far proved perhaps the most profitable in the history of the place; and if the September and October crowds equal present expectations, there will be no "perhaps" about it. Indeed, September is the best month in the year to spend at the White Sulphur, and, for that matter, there are a great many Southern people who stay here far on toward the end of October.

I have always thought that the owner-

ship of the White Sulphur ought to be in the Chesapeake & Ohio Railroad Co. The charms and attractions of the place, while thoroughly known in Virginia and generally throughout the South, are not appreciated as they should be in the North and West. If the railroad company, or even some closely allied syndicate, were owner of the White Sulphur, the existing advertising mechanism of the road could be utilized, at a trifle more of expense, to make this the greatest of American resorts in every desirable respect, as it is already in so many particulars.

Speaking of the acquisition of health resorts, the famous Hot Springs and Warm Springs and Healing Springs, all within a few miles of one another, in the Warm Springs valley, have recently been acquired by a company made up largely of Chesapeake & Ohio people, and when the railroad from Covington up this valley shall have been completed and opened to traffic, it will inaugurate a new era in the patronage of Virginia health resorts. With both the White Sulphur and the trio of springs just named within its control, the Chesapeake & Ohio might enormously increase its already heavy summer passenger business. By the bye, I was told yesterday by Mr. Axtell, second vice-president of the Chesapeake & Ohio Co., that their Warm Springs Valley branch would be opened to traffic on August 25, and that before the end of September the plans of development of the company owning the Hot, Warm and Healing Springs would be ready for publication. Indeed, I have made arrangements with Mr. Axtell to go over the line of the Craig Mineral Railroad in company with Mr. Langdon, the geologist, and so soon as I shall have made a report on that property for the MANUFACTURERS' RECORD, to prepare an article on the Warm Springs valley.

Apropos of mineral resources I am reminded to give to your readers a very interesting story which I heard Major J. C. Alderson, of West Virginia, tell, about how General Stonewall Jackson happened to go to West Point. Major Alderson is perhaps the only living man who has personally investigated the resources of every county in West Virginia, and with his associates he controls some enormously rich coal properties up Coal river and up Elk river and elsewhere. Said he: "When the now world-renowned General Thos. J. Jackson was a youth of about sixteen or eighteen he was employed as a deputy in the county clerk's office at Weston, the seat of Lewis county, where I have seen the house (and it is still standing) in which he was born. The representative in Congress from that district at that time was Perry Hays, who had appointed a boy named Gibson to a cadetship at West Point, but the cadets there subjected him to such severe 'hazing' that about three days at West Point was as much of that sort of experience as 'Gib' wanted, and so he slipped out of barracks at the first opportunity and made tracks for home, sweet home. When he got back all the natives gathered round to listen to his tale of woe. No sooner was the sad tale told than young Jackson, with the coolest air imaginable, remarked: 'I'd like to see them run me away from there.' 'Very well, Tom,' said young Gibson, 'if you want the appointment, I will see that you get it in my place.' He was as good as his word, and in a short time the future hero of the Confederacy was on his way horseback from Weston to Cumberland, and thence by canal to Washington and on up to West Point. As he walked up the campus the head 'hazer' of the corps, afterwards a distinguished Federal officer, watched him for a few minutes critically, and, turning to his comrades, said: 'There comes a boy we'd better let alone'—and they did let him alone."

The foregoing just now very interest-



ing bit of history is but a sample of the good things one may hear any day under the trees and on the verandah at the grand old White Sulphur Springs.

THOMAS P. GRASTY.

### A West Virginia Town.

BLUEFIELD, W. VA., August 10, 1891.  
*Editor Manufacturers' Record:*

The Summit City, as it is locally termed, in this dull season shows no lack of advancement. Situated as we are, 2,800 feet above sea level, the enervating heat of a Southern summer has no effect on the industrious town-builders. There are several substantial store buildings in course of erection, a large number of dwelling-houses, and quite a number of nice residences. The Improvement Co. have the overhead bridge at the west end of the railroad yard nearly half up. It is built of iron, with massive stone abutments, 32 feet wide and 75-foot span. The crusher is kept busy every day, and our streets are being macadamized at the rate of several hundred feet per day. The city has just disposed of \$15,000 worth of street improvement and sewer bonds to the Bank of Bluefield at par, and will expend the money at once. Bluefield Inn, the Norfolk & Western hotel, has been enlarged by the addition of a large billiard room, and quite a number of guests' rooms. It will be fitted with incandescent lights and thoroughly repainted inside and out within the next 30 days. The elegant new passenger station of the Norfolk & Western is completed, and as soon as the grounds are finished it will be turned over to the use of the public. It is a magnificent structure of native sandstone, of colonial architecture, with asphalt pavements surrounding it. It is lit by incandescent light, heated by steam, and has all the modern conveniences, including Western Union telegraph office, news depot, etc. It is 37x158 feet in size, and contains ladies' and men's waiting rooms and lavatories and baggage room. It is the most extensive station on the road west of Lynchburg. The Norfolk & Western has just completed quite an extensive addition to the machine shop, which gives much needed room. The Improvement Co. is selling quite a number of lots on the installment plan—\$25 down and \$10 a month, with no interest. Our young men are taking advantage of this easy way to secure a home. Take it all around, the Summit City, with that magnificent corporation and town-builder, the Norfolk & Western Railroad, at the back of it, is about as solid as any of its neighbors, and her people are contented.

A. W. ROBBINS.

THE Pan-American Transportation Co. has been duly organized and will have its principal office in Chicago. The officers are: J. B. Clarke, of Chicago, president; H. C. Ruttan, of Chicago, vice-president; E. L. Dana, of Galveston, secretary, and Dr. W. O. Kulp, of Galveston, treasurer. The directors are: A. P. Chamberlin, Des Moines; A. Gray, Chicago; Howell Jones, Topeka, Kas.; Gaylord Clark, Mobile, Ala., and A. S. Ben, Galveston. What well-known capitalists are backing this corporation is at present a close secret, but the company's officials state that the original capital of \$10,000,000 has been subscribed, and that the charter authorizes an increase to \$100,000,000. The announced objects of this company are said to be to put on lines of steamships between the principal Southern ports of the United States and those of Central and South America and the West Indies. Of these proposed lines there are to be three each from Gibraltar and Tampa and one or two each from New Orleans and Mobile. It is also stated that 20 steel steamships will be built that shall comply in all things with the requirements of the mail subsidy bill.

### The World's Columbian Exposition.

Texas is more thoroughly organized for effective work in preparing an exhibit for 1893 than any other State in the Union. The Texas World's Fair Exhibit Association, of which Hon. T. J. Hurley is president, has headquarters at Fort Worth, with agencies that extend through all business and social organizations, even to and inclusive of the most remote district schools of that great Commonwealth. It was originally proposed that the legislature should appropriate \$1,000,000 to cover all expenses, but when it was ascertained that this could not be done because of a constitutional obstacle, this association was formed and plans were perfected for raising that amount by a popular subscription. One hundred and twenty-four counties have been fully organized for active work. In them committees of well-known and influential men and women, appointed by the county judges, have accepted and have gone to work with an ardor that is the harbinger of success. Boards of lady managers have been created in all the larger cities, who will assemble at Dallas, October 21, and perfect an organization modeled on the plan of the board of lady managers for the World's Columbian Exposition.

There are 600,000 children in the State within scholastic age, and 1,200 teachers. They have been officially appealed to to raise the money needed for the Texas building, and the governor of the State has announced that he will name some special date next fall as "Children's World's Fair Day," when every child can announce how much money he or she has raised for this purpose.

At a State convention held at Little Rock, Ark., August 5, it was decided by a vote of 193 to 5 to organize the Arkansas Industrial Co. with a capital of \$100,000, in shares of \$2 each. This was considered the best method of obtaining a popular subscription that would supply funds for an Arkansas building and exhibit.

North Carolina, whose legislature, at its late session, appropriated \$25,000 from a special fund for World's Fair expenses, has been notified by Governor Holt that this money could not be lawfully used for that purpose, and he therefore recommends a popular subscription. This course will undoubtedly be adopted.

It is announced that Mexican women will receive official recognition from Mexico's World's Fair Commission. This is highly interesting in view of the country's extreme conservatism and of the almost Oriental limitations of the privileges of its women. Colorado has given women a place on her State board. In addition these women commissioners have the privilege of putting two additional women in the field to canvass the State in the interest of the board, and a third to collect the native flora. Massachusetts has appointed three women on a State commission of five. Rhode Island has four women in a State commission of sixteen members, and Miss Daily, a woman manager, has been elected treasurer and secretary. Recently Miss Daily has been inquiring into the work of women in the State factories. A woman is now searching the Patent Office at Washington for records and models of women's inventions from the earliest history of America. Pennsylvania has recognized the women managers as State officers upon its commission.

The silk-producing industry will undoubtedly make a fine showing through the woman's board, as Mrs. Lucas, woman manager for Pennsylvania, has been for years the president of the largest silk-growing association in the United States. Many women in Georgia and California are also engaged in silk industry. In the State of Washington the women managers are ex-officio members of the State board. In every instance, excepting the three special appointments to Colorado, the women commissioners receive no salary, only their expenses when engaged in the actual service of the commission being paid by the State.

### MACHINERY WANTED.

If you desire to purchase machinery of any kind consult our advertising columns, and if you cannot find just what you wish, send us particulars as to the kind of machinery needed. We will make your wants known free of cost, and in this way secure the attention of machinery manufacturers throughout the country. You will thus get all information desired as to prices, etc.

Bar Iron and Steel Works.—The Baker Iron Co., Jasper, Tenn., will need full outfit of machinery for the manufacture of bar iron and steel.

Belting.—G. E. Tucker, Carlisle, S. C., needs belting.

Boiler.—The Desha Lumber & Planting Co., Arkansas City, Ark., will want a 125 horse-power tubular boiler complete with smokestack; second-hand one will answer.

Boiler.—The Montague Canning Co., Montague, Texas, will purchase a 20 horse-power boiler.

Boiler.—R. Collier, Tilton, Ga., will probably want boiler.

Boilers and Engine.—The Ronceverte Wheel Co., Ronceverte, W. Va., wants 80 horse-power engine and two 70 horse-power boilers.

Box Machinery.—Mitchell, Renz & Co. Bridgeport, Fla., are in the market for a veneer or orange box side-cutting machine to take in block 30 inches long, new or second-hand.

Brick Machinery.—The Como City Land Co., Birmingham, Ala., will want brick machinery.

Canning Factory.—The Montague Canning Co., Montague, Texas, will purchase machinery for canning factory.

Canning Factory.—The Jacksonville Canning Co., Jacksonville, Texas, may want canning machinery for next season.

Corrugated Iron.—The Somerville Compress Co., Somerville, Tenn., will want corrugated iron.

Cotton Compress.—The Somerville Compress Co., Somerville, Tenn., will want cotton compress complete with motive-power.

Cotton Gins.—G. E. Tucker, Carlisle, S. C., needs cotton gins.

Cotton Gin, etc.—R. Collier, Tilton, Ga., will purchase cotton gin, press, etc.

Crushers, etc.—J. E. Clement, 1321 F street N. W., Washington, D. C., wants prices on stone crushers and rollers.

Drying Apparatus, etc.—The Ronceverte Wheel Co., Ronceverte, W. Va., will want hot-blast drying apparatus.

Dry-kilns.—The Savernake Pressed Brick Co., Triford, Va., desires information and prices on down-draft and continuous kilns.

Electric-light Plant.—The Como City Land Co., Birmingham, Ala., will want an electric-light plant to be operated by water power.

Electric-light Plant.—The city of Augusta, Ga., will receive bids until September 1 for erecting an electric-light plant of sufficient capacity to light the city. For full information address the lamp committee.

Electric-light Plant.—The Edison Electric Power Co., Meridian, Miss., will purchase machinery for 1,000 incandescent electric-light plant.

Elevators.—G. E. Tucker, Carlisle, S. C., needs elevators for flour mill.

Engines.—A. E. Shepard, San Angelo, Texas, will probably want two independent engines for a side-wheel steamer 175 feet long.

Engines.—The Montague Canning Co., Montague, Texas, will purchase a two horse-power engine and a four horse-power engine.

Excelsior Knives.—The Gordon Mattress Co., Gordon, Ga., is in need of excelsior knives about 12 inches long, 3 or 4 inches wide.

Flour Mill.—G. E. Tucker, Carlisle, S. C., needs flour mill machinery.

Gasoline Stove.—J. C. Bingham, Smithfield, N. C., wants a gasoline stove.

Grist Mill.—R. Collier, Tilton, Ga., will purchase grist mill.

Hardware Factory.—The Baker Iron Co., Jasper, Tenn., will need machinery for the manufacture of all kinds of hardware.

Heading Machines.—The Ronceverte Wheel Co., Ronceverte, W. Va., will need heading machinery.

Heating Apparatus.—The Carolina Hotel, Rock Hill, S. C., wants small steam-heating apparatus.

Hub Machinery.—The Ronceverte Wheel Co., Ronceverte, W. Va., will need hub machinery.

Ice Machines.—The Harrisonburg Ice Manufacturing Co., Harrisonburg, Va., desires to correspond with manufacturers of ice machines.

Iron Works.—The Baker Iron Co., Jasper,

Tenn., will need full outfit of machinery for iron works.

Lathes.—The Southern Engine & Boiler Works, Jackson, Tenn., will want engine lathes.

Locomotive.—M. E. Trux, general superintendent Southern Improvement Co., Minneapolis, Minn., will soon want a second-hand locomotive.

Moulder.—The Pineville Manufacturing Co., Pineville, Ky., will need a 10-inch moulder.

Piping, etc.—James Manning, Savannah, Ga., will receive sealed proposals until August 26 for cast-iron water pipe and special castings in accordance with general specifications. For further particulars address the above superintendent of water works.

Planing Mill.—A. C. Johnson, Oxford, Miss., wants to correspond with manufacturers of planing mill machinery.

Printing Press.—The Sandy New Era Publishing Co., J. E. Peck, Jr., manager, Logan C. H., W. Va., will purchase a press to print a seven-column newspaper.

Prospecting Drill.—Thomas Hays, Crowley, La., wants prospecting drill (for coal).

Pumps.—J. W. Garrett, Lawrenceburg, Tenn., wants a steam pump.

Railroad Equipment.—E. M. Werkheiser, Jefferson, Texas, will soon be in the market for equipment for a logging railroad.

Rails.—The Wilson Lumber Co., Lenoir, N. C., will probably want one mile of 25 to 30-pound steel rails.

Sash, Door, etc., Machinery.—A. C. Johnson, Oxford, Miss., wants to correspond with manufacturers of sash, door and blind machinery.

Sash, Door and Blind Machinery.—S. Spengler, Vicksburg, Miss., wants sash, door and blind machinery.

Scales.—R. Collier, Tilton, Ga., will purchase scales and suction fan for grist mill and gin.

Scales, etc.—The Somerville Compress Co., Somerville, Tenn., will want scales and trucks for cotton compress.

Scales, Shafting, etc.—G. E. Tucker, Carlisle, S. C., needs scales, shafting and pulleys.

Spoke Machinery.—The Ronceverte Wheel Co., Ronceverte, W. Va., will need a full outfit of spoke machinery.

Stand-pipe, etc.—George Dewey, Washington, D. C., will receive sealed proposals until August 8 for the construction at the naval observatory of stand-pipe, well, etc., for water supply. Blank forms of proposals furnished on application.

Stone Crusher.—The Granite City Land & Improvement Co., H. C. Cooper, general manager, Mt. Airy, N. C., wants a stone crusher.

Tools.—The Southern Engine & Boiler Works, Jackson, Tenn., will want boiler tools.

Type, etc.—The Sandy New Era Publishing Co., J. E. Peck, Jr., manager, Logan C. H., W. Va., will purchase outfit of type, etc., for newspaper office.

J. C. BINGHAM, of Smithfield, N. C., wants a peanut-roaster, with attachments for popping corn.

KENNEDY BROS., of Laurens, S. C., desire to purchase a machine for making "rubber balloons."

W. P. RUSSELL, of Charleston, S. C., desires prices on six rubber springs, 2½ inches diameter, 4 inches long, solid.

THE Long Medical Co., of Cordele, Ga., will need a full outfit of fixtures for a medical laboratory, and wants prices, etc.

A. W. SCHMITT, of Middlesborough, Ky., desires to contract with some reliable manufacturer to make for him 1,000 patent bicycles. Drawings and specifications will be furnished.

MR. HENRY T. MARTIN, who has begun the erection of seven brick houses at Lancaster, Pa., announces that he will root them with American tin made in St. Louis. Though an Englishman by birth, Mr. Martin is thoroughly Americanized, and believes in encouraging and patronizing American industries and American products.

MANAGERS of mills, factories, furnaces, mines, etc., and parties starting manufacturing enterprises and needing machinery or supplies of any kind will find it profitable to consult the advertising columns of the MANUFACTURERS' RECORD. Its pages contain names of the best houses in the country among manufacturers of and dealers in machinery and mill supplies.



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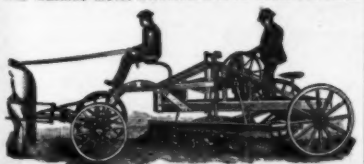
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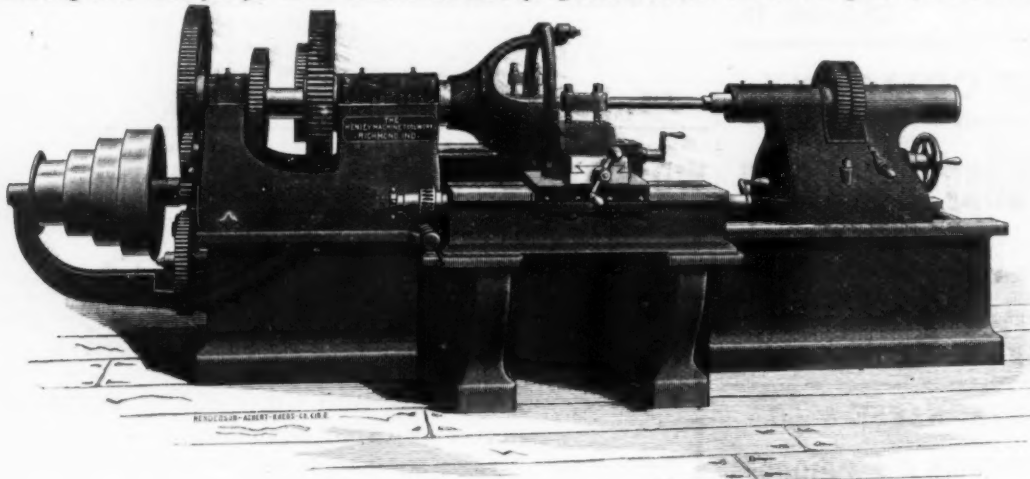
### New Pulley Lathe.

The cut herewith represents a 42-inch pulley lathe built by the Henley Machine Tool Works, Richmond, Ind.

This lathe is designed for simultaneously boring and turning pulleys, either straight or crowning face, cone pulleys, blank

on a feather. The friction plate is thrown forward and brought in contact with fibre friction by means of a T-shaped lever located in the lower part of head stock and on a level with friction-plate shaft. This lever is pivoted near the center. One end is forked and pivoted to a loose collar on shaft, another has a spring located between

back by means of the hand wheel when friction is released. It is bored taper to receive boring bar, which is  $1\frac{1}{4} \times 38$  inches, and provided with one flat cutter. The foot stock may be moved along the bed either to or from the work. The boring capacity of this lathe is 14 inches in depth. The lathe is geared 48 to 1; has driving



42-INCH PULLEY LATHE.

gears, and in fact a variety of other work may be done with this tool.

The demand for a first-class lathe for turning and boring pulleys at the same time has led to the perfection of this tool, and in its construction none but the very best material and workmanship are employed.

The bed is 9 feet 4 inches long, 24 inches wide at the ends, and 5 feet 3 inches wide at the center. The center projections which carry the rails on either side are each supported by two heavy brackets, cast solid to the shelf above.

The head stock is made very heavy and rigid, and is bolted to the bed by heavy bolts.

The main spindle is of best steel, 4 7-16 inches diameter and 37 inches long, with a heavy collar forged on 4 inches from front end. The nose has heavy threads cut to receive either of the two chucks furnished with the machine, or a heavy face plate if wanted, for work which could be held on it.

The spindle is bored 2 inches diameter and 16 inches deep to receive boring bar, and is bored taper in front end to receive gland for bar. The front bearing of spindle is 14 inches, and the back bearing 6 inches long.

The bull gear is 24 inches diameter, 3 inches face, 4 pitch. The two main pinions are of steel, and these, as well as all other gears on this machine, are cut from solid blanks, thus insuring a smooth running machine.

The bull pinion on back shaft has keyed on it a large gear to mesh with one of same size on main spindle. This is for use in getting a faster speed for trueing up pulleys and other work. The pinion and gear referred to are arranged to slide on a long feather, and may be thrown entirely out of gear if desired.

Through the head stock, parallel with main spindle, passes a shaft, and on one end is fitted a large disc or friction plate. This shaft is driven by means of intermediate gear from large gear on back shaft. On a level at right angles to this shaft, and through bearing near the front end of head stock, is a shaft extending the full width of bed and journaled at ends in bearings, bolted on bed and has a worm thread extending from the ends to head stock for driving worm wheels on rail screws. This worm shaft between bearings in head stock is splined and fitted with a fibre friction to regulate the feed of tools. By moving this friction to or from the center of disc the feed may be varied from 0 to 9-16, and is held in position by a knurl screw resting

it and the inside of head stock, and the other is operated on by a knurl screw passing through the head stock within easy reach of operator. By means of this screw the friction plate is thrown forward against friction, and the spring throws it back when screw is released.

The rails on either side are 36 inches long and 10 inches wide. The front one is fitted with a saddle and compound tool rest. The other is fitted with plain saddle and rest. The saddles each have a bearing surface on rails of 14 x 10 inches.

The rail screws are provided at head-stock end with a worm-wheel friction and hand knurl, which is tightened or released to either start or stop the feed, thus allowing the cross worm screw to run without feeding tools, if desired. The bed at each end of rails is graduated to facilitate setting for straight or crowning work. When in position they are clamped to bed by means of heavy studs which pass through slots in the bed.

The foot stock is provided with a boring arbor 3 15 16 x 35 inches long, threaded about one half its length with square thread for feed gear and splined the same distance to receive feather in driving gear. These gears are located in an opening near the center of foot stock.

There are two downward extending brackets on bottom of foot stock, which form a support for a shaft that extends the entire length and through the bed at head-stock end. The end of this shaft is arranged for change gear for boring large or small holes, and is driven direct from cone pinion through idlers on a sector tumbler. A gear is mounted on this shaft between brackets on foot stock and provided with a feather which works in spline in shaft.

On a shaft below and parallel to boring arbor, extending through a sleeve in tail stock, and provided on the outer end with a hand wheel and knurl, is a female friction gear made fast to the inner end of this shaft, and meshes with the feed gear on boring arbor. Between this gear and the bearing is located a male friction gear mounted loosely on said shaft, meshing with feed gear on arbor. On the end of sleeve through which this shaft passes is mounted a tumbler to which is secured an idler gear meshing with male friction gear. By means of a lever extending through side of foot stock, this idler is thrown in gear with gear on lower shaft, and the boring arbor put in motion. To start the feed on boring arbor the hand knurl is tightened, which brings the two friction gears together.

The arbor may also be run forward or

cone of 4 steps, 18, 15, 12 and 9 inch x 4-inch face; weight, 8,000 pounds. All sliding surfaces are scraped to true bearings, and all bolts, nuts and screws subject to wear are case hardened. There are two other sizes of these lathes built by the Henley Machine Tool Works—one larger size, 60 inch, and one smaller, 30-inch.

### Garrett's Hydraulic Motor.

The accompanying illustration shows one of the forms of Garrett's hydraulic motor. In this form the motor is placed in a pit just deep enough to prevent the

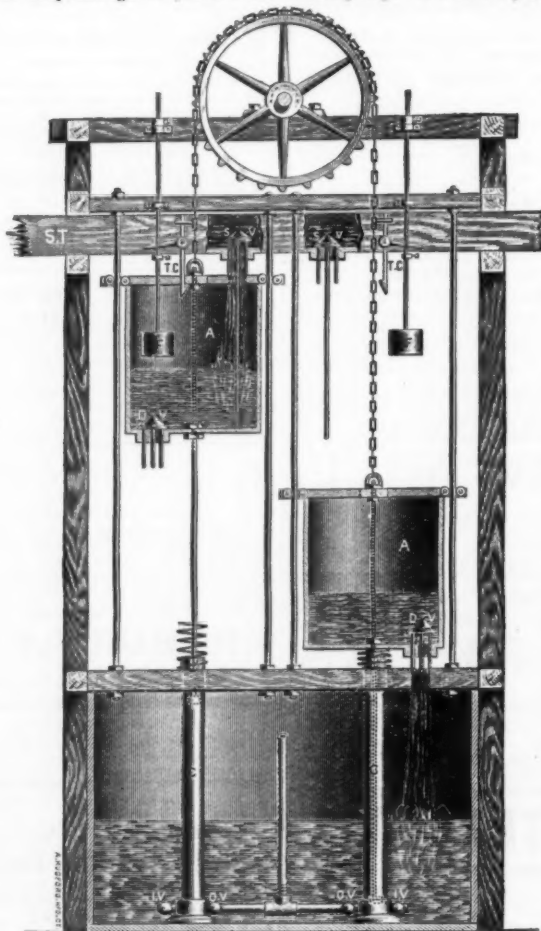
the stream, more than the fall, determining the quantity of water that can be delivered at a given point; but if the fall is great enough on a small stream, then one motor can use the stream and permit the waste water to flow into another motor located underneath the accumulators of the first, and so operate the second.

ST is a supply trough which is fed with water from the stream by means of a pipe or other conduit. The operation of the motor commences with the water pouring from the supply trough ST through the left supply valve SV into the left accumulator A. As soon as A has acquired sufficient weight to overcome the pressure of the water being forced and the friction, the left accumulator A will descend, acting directly on a piston rod in the cylinder C, and, on reaching the limit of its stroke, discharges the contents of the left accumulator A by opening the discharge valve DV. The right accumulator A is at the same time drawn up until the bottom touches the end of a rod and opens the right supply valve SV, which action closes the left supply valve SV. (This action is not shown in the cut).

The piston rods attached to each accumulator ascend and descend alternately, and with the aid of check valves IV, IV, draw the water into the cylinders on the upward stroke, and on the downward stroke force the water from the cylinders through check valves OV, OV into a pipe, thence to the point of discharge. The trip catch TC may be used to sustain the accumulator in position until sufficient weight is acquired.

By running a pipe connected to IV and IV into a spring or other source, a different kind of water can be pumped from that which affords the power.

This motor is now doing the work of a steam pump. It is entirely automatic, and



PAT. NOV. 26, 1889.

GARRETT'S HYDRAULIC MOTOR.

waste water from the accumulators from overflowing the tops of the cylinders, the level of the ground being such that the water naturally flows off.

The power necessary to operate this motor is a stream having a fall, the size of

only requires oiling every few days; it is durable and so simple that any ordinary mechanic can repair it if any mischance should befall it, for there is nothing liable to get out of order.

These motors can be adapted to any



stream having a fall, and sufficient water, even with a small fall, being available, will force any quantity any distance and height desired.

Engineers who have examined it express their belief that it can be utilized for supplying cities and towns with water. It has proved that it can pump water for railroad tanks, hotels, factories, residences, etc.;

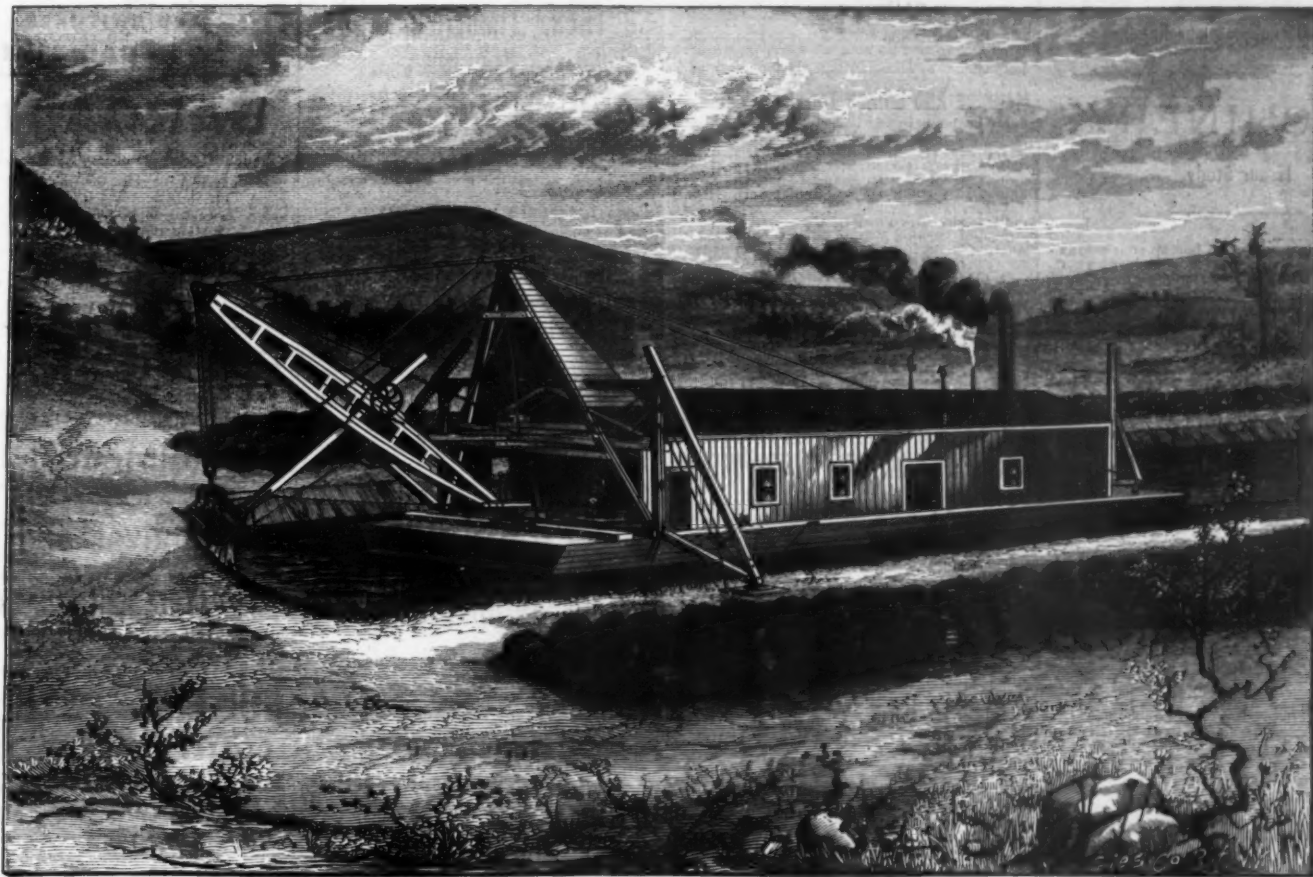
ditch, so that ditch can be dug strictly to specifications.

It is not necessary to dig wide in order to get the boat through. The method of swinging the boom by the use of a triangle does away with expensive circles or turntables and makes the swinging of a long boom comparatively easy. These dredges are provided with trailing spud, which holds

### Silver's New Taper Hub-Boring Machine.

The Silver Manufacturing Co., of Salem, Ohio, is introducing a new taper hub-boring machine for hand use, as illustrated herewith. This machine is designed to receive the wheel at the point end of the hub, and is to be turned while the wheel is

machines of this class is the best guarantee of its simplicity and efficiency. As shown by the illustration, this machine is mounted on a handsome iron stand, which makes it complete in itself. It is claimed that this will be found of material advantage over bolting to the work-bench, as the machine is always ready for use, and the operator is free to pass from the front to the back of



MACHINE FOR MINING PHOSPHATE.

that it will force the waters of mineral springs and preserve their properties to the point of discharge; further, that it will do the work of an ordinary steam pump and save all the operating expenses.

A very severe duty that this motor is now performing is at Asheville, N. C., where it is forcing a mineral water a distance of two miles and 506 feet high.

A joint stock company has been formed to push this valuable patent, and the management has been placed in the hands of Emslie Nicholson, Union, S. C.

### A Machine for Phosphate Mining.

The accompanying cut shows the general design of Barnhart's 1½-yard ditching dredge. It has met with success where it has been used in ditching, reclaiming wet lands, phosphate mining, etc. By the use of Barnhart's swinging and hoisting device a large amount of complicated machinery is dispensed with and the cost of repairs greatly reduced. An essential feature possessed by this ditching dredge is its use of a boom of sufficient length to deposit material on the bank, leaving a nice berme in the heaviest cutting and widest portions of the ditch, and at the same time it has a boat that is narrow enough to pass through the laterals and narrow ditches. The tendency of a long boom is to upset a narrow boat. This has been overcome by use of patent spuds, which are so constructed as to rest on the berme of the ditch on the bank.

By means of this spud the manufacturers are enabled to put on a much longer boom and construct their boat with sloping sides to the specifications of the

the rear end of the boat steady to center of ditch while being moved ahead.

All spuds are raised by steam under complete control of engineer. These machines are equally well adapted for digging irrigating ditches. They require in operation the services of an engineer, cranesman and fireman and one or two laborers, according to the nature of work.

These dredges are built in six sizes, with buckets, as follows: ½, ¾, 1, 1½ and 2-yard capacities, and will dig ditches ranging from 6 to 65 feet in bottom, sloping the banks to engineers' specifications, according to size of machine and depth of ditch.

The manufacturers of this machine, the Marion Steam Shovel Co., of Marion, Ohio, recommend it as being especially adapted to phosphate mining, as besides its advantage as an excavator, it has all the most improved appliances for placing the phosphate on the banks, loading it on cars and elevators, or other means of conveying the excavated material to the washer. This company builds machines with cranes varying in length from 28 to 65 feet, and hulls suitable for all requirements. The severest shocks cause no damage, and the hardest and softest material encountered are handled with equal ease. An illustrated and descriptive catalogue will be mailed upon application to the Marion Steam Shovel Co., Marion, Ohio.

**If you are not already a subscriber to the MANUFACTURERS' RECORD, send us \$4 and you will receive it regularly for one year, or six months for \$2.00.**

being bored. It will bore straight or any desired taper, and cut all necessary recesses, including that at the spokes; consequently the box can be set without wedging. The manufacturers have provided this machine with their patent self-centering scroll chuck, so long and favorably known in connection with "Dole's old Standard" machine, by means of which the wheel is instantly and accurately centered and held firmly to place by aid of the clamps in the face-plate, thus insuring a perfect hole. The wheel is trued at the rim by a simple adjustment of the face-plate forward and backward. The taper is attained by throwing the back end of the mandrel to one side to a graduated scale.

The new and improved open feed nut is very simple in construction, and is quickly opened and closed by the movement of a collar, which allows the mandrel to be withdrawn after making the cut, no loose parts to become lost or mislaid. The mandrel is steel, and has the bearing close to the hub, which reduces the spring to a minimum. It is claimed that all parts are well made and closely fitted.

The manufacturers of this machine state that they are the pioneers in the manufacture of hand hub-boring machines, making the first machine of the kind, "Dole's old Standard," in 1854. This popular machine has had a very large sale, both in this and foreign markets, and is to be found to-day in almost every shop as an indispensable tool for certain classes of work.

The production of their new taper machine is the result of careful study of the requirements of the carriage and wagon maker, and their long and continued experience, since 1854, in the manufacture of

the wheel while at work instead of being cramped at the bench.

It is made in two sizes, Nos. 2 and 3. The smaller size, No. 2, is especially designed for light and medium work up to hubs not exceeding 7½x10 inches. No. 3 is provided with two mandrels, and is adapted



NEW TAPER HUB-BORING MACHINE.

to all classes of work up to hubs not exceeding 9½x13 inches.

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## One Henry Martin Brick Machine

In fair condition, capacity thirty thousand daily.

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"BRICK MACHINE,"

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1 6-Roll Single Surface Planer and Matcher.. \$275  
1 4-Roll Single Surface Planer and Matcher.. 200  
1 Fay Power Mortiser, with Boring attachment 135  
1 Lane & Bodley Railway Cut-off Saw, large 70  
2 Fay & Co. No. 8 14-inch 6-Roll Fast Feed  
Flooring Machines, each..... 500  
1 Rogers 2 Spindle Shaper Wood Tap..... 65  
1 Scroll Saw..... 50  
1 4-inch Centrifugal Pump..... 60  
1 No. 6 Sturtevant Blower, with counter..... 85  
1 Colburn 2 Spindle Blend Boring Machine.. 35  
1 24-inch Double Surfer, with counter..... 350

**JAMES JENKS,**

199 Jefferson Avenue, DETROIT, MICH.



## TRADE NOTES.

E. T. BARNUM, the manufacturer of art wire, has issued a new illustrated catalogue. It contains illustrations of some of the new designs and novelties produced since Mr. Barnum's trip abroad.

THE Nard pulverizer is doing a satisfactory work in the South, and is receiving much praise from phosphate manufacturers who have utilized it. Two testimonial letters of its merits are published in this issue of the MANUFACTURERS' RECORD.

THE Cleveland Wheelbarrow & Manufacturing Co., of Cleveland, Ohio, reports that it has received an order from the Standard Brick Co., of that city, for 100 of its new all-steel brick cars. It is meeting with the most flattering success in the sale of these cars.

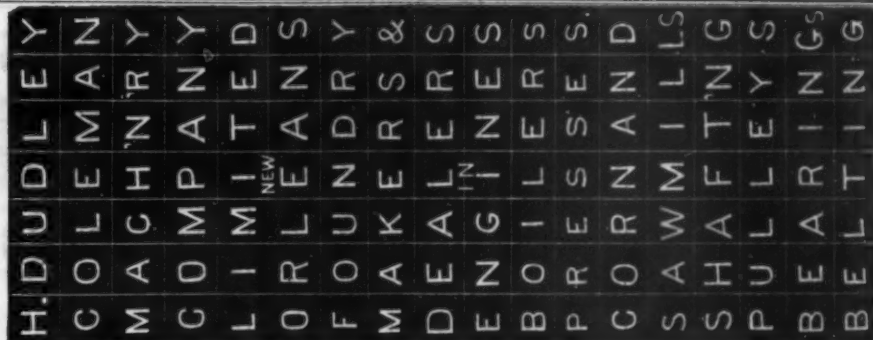
THE Herendeen Manufacturing Co., of Geneva, N. Y., has issued its annual book, "Modern Home Heating." It contains full descriptions of its various steam and hot-water boilers, and explains in detail the new improvements added to the Furman boiler. Many useful suggestions are given, and the questions that arise as to the methods of house heating are answered. Copies may be obtained from the Herendeen Manufacturing Co.

THE Ryan McDonald Manufacturing Co., of Baltimore, has issued a new illustrated catalogue of contractors' supplies. It contains cuts and descriptions of many new designs and recently improved appliances, such as dump and flat cars, light locomotives, hoisting engine, horse-power drums, derrick fittings, winches, boilers, etc. The catalogue may be secured by addressing the company at No. 44 South street, Baltimore, Md.

ONE of the most useful publications to woodworkers and machinists generally is the supplement to the Woodworker just published by the Westinghouse Machine Co., Pittsburg, Pa. In its pages are found the most lucid descriptions and explanations of various kinds of mills and several plates showing the diagrams of the mills described. The suggestions to woodworkers are really valuable. It will be mailed upon application to the Westinghouse Machine Co., Pittsburg, Pa.

THE Southern Equipment Co., of Chattanooga, Tenn., reports that its sales for the seven months ending July 31, 1891, amounted to \$32,767.76. Their trade extended to the following points in Southern States: Burr's Landing, S. C., Keyser, N. C., Lenatobia, S. C., Taylor, Ga., Summertown, Ga., Geneva, Ala., Greenville, Miss., Bowden, Ga., Adairsville, Ga., Stuttgart, Ark., Ashton Landing, La., Chattanooga, Tenn., Augusta, Ga., Camden, Ark., Selma, Ala., Pomona, Fla., Edgemoor, S. C., Bushnell, Fla., Minter City, Miss., Montgomery, Ala., Jasper, Tenn., Hazelhurst, Ga., Bridgeport, Ala., Macon, Ga., Coleridge, N. C., Dixey, Ga., Minneola, Ga., Gordon, La., Abbott, Tenn., Seale, Ala., Jacksonville, Fla., O'Brien, Fla., Wellston, Ga., Hayneville, Ala., Pensacola, Fla., Hoffman, N. C., Ocala, Fla., Herlong, Fla., and Scranton, Pa.

MACHINE-CUT SPUR GEAR.—This is a very large machine-cut spur gear made by the Walker Manufacturing Co., of Cleveland, Ohio, which was used in connection with a steel pinion, made by the same concern, on large pumping engines for removing water from one of the South African diamond mines. The dimensions of this gear were as follows: 192 teeth, 30 feet, 6.66-inch pitch diameter, 30-inch face, 6-inch pitch, bore 27 inches, diameter of hub 9 feet 2 inches, weight of hub being 15 tons, and the total weight of gear 66½



WHOLESALE AGENTS:  
RUMSEY & SIKEMEIER, St. Louis, Mo.  
THE AHRENS & OTT MFG. CO., Louisville, Ky.  
THE BECK & GREGG HARDWARE CO., Atlanta, Ga.

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Adapted for All Conditions. High or Low Steam. Long Lift or Short. Water Works Pressure or Tanks. It Always Works.

It is the EASIEST TO HANDLE, being OPERATED ENTIRELY BY A SINGLE LEVER.

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Supplies and Equipment.

ELEVATORS, FLOUR AND CORN MILLS, COTTON SEED MILLS, Etc., Fully Furnished and Equipped Throughout.



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tons. Some conception of the exactness required in the formation of this large wheel may be realized when it is known that the owners, in order to provide for a possible breakage, which is most improbable, ordered one segment and one arm additional, the requirements of which were that these parts might fill any position in the wheel. The wheel was fitted up most carefully, and presented a magnificent piece of machinery. The gear, with the steel pinion, was the only part of the massive pumping machinery which was made in this country, the balance of work being contracted for in England. In reply to an inquiry as to why the gears had been singled out for manufacture at a different point than the rest of the machinery, the engineer of the company replied that he thought they could rely on getting a superior class of iron in America, and he knew they could secure as perfect work.

COTTON machinery, used but in good working order, consisting of 36 inch cards with 18 inch doffers, fast combs, self strippers, well clothed; 12 railway heads with first-class eveners, 2 doubler heads with 54 cards running into each head, for sale by Davol Mills, Fall River, Mass. See advertisement page 50.

## June, July and August.

The most charming Summer Resorts, of which there are over three hundred choice locations, are to be found in Wisconsin, Iowa, Minnesota, South Dakota and the Peninsula of Michigan along the lines of the Chicago, Milwaukee & St. Paul Railway. Nearly all are located near lakes which have not been fished out.

These resorts are easily reached by railway, and range in variety from the "full dress for dinner" to the flannel-shirt costume for every meal.



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## WATCHMAN'S TIME DETECTOR.

With Safety Lock Attachment.

This Clock is adapted for 6 or 12 Stations and the keys are all different.

The Registering is done by numbers, ranging from 1 to 6, and 1 to 12 instead of as in the old style Time Detectors, which mark either by holes or an impression on the dial, being the same for all stations.

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CANTON, O.  
MANUFACTURERS OF  
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2 to 1000 Horse-Power.

Vertical, Horizontal, High-Speed Automatic, Corliss, Compound and Compound Condensing Engines, Pumps, Etc. Boilers, Every Description. Saw Mills, Grinding Machinery, Chain Belting.

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100 POUNDS TO 100 TONS.

IRON AND BRASS CASTINGS, REPAIRS.

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OVER 50 ENGINES IN STOCK.

Write for Catalogue.

A SPECIALTY OF SMALL ISOLATED ELECTRIC-LIGHT PLANTS.

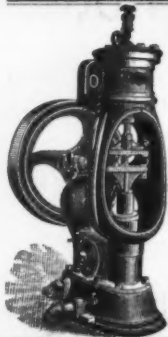


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Cheapest and Best Automatic Steam Vacuum Pump. Handles DIRT and GRITTY LIQUIDS without Oil or Care. Simplest and most durable Pump made, as partial removal of two bolts makes every valve readily accessible. Pumping Plants for Contractors, Irrigation, Water Works, Railroads, Mining and General Hydraulic Purposes. Send for Circulars.

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**COMPLETE STEAM PUMP**  
10 SIZES FROM \$7 TO \$75  
FOR DRIVE WELLS  
DESCRIPTIVE CIRCULARS  
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SOLE MAKERS.  
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**MAST, FOOS & CO.**  
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**BUCKEYE WIND ENGINES**  
Strong and Durable; handles simple in construction; and will be sold as cheap or cheaper than any other first-class Engine. The **BUCKEYE FORCE PUMP** Works easily and throws a constant stream. Has Porcelain Lined and Brass Cylinders. Is easily set. Is the Best Force Pump in the World for Deep or Shallow Wells. Never Freezes in winter. Also manufacturers of the Iron Turbine Wind Engines, Buckeye Force Pumps, Buckeye Globe & Churns, Lawn Mowers, Buckeye Wrought Iron Fencing, Cresting, &c. Write for circulars and prices.

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MANUFACTURED BY  
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ITHACA, N. Y.,  
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ADDRESS Williams Brothers ITHACA, N. Y.

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**Star Portable Drilling Machine**

For Drilling for Oil, Gas, Water and Mineral Prospect Wells. Machines made in Eight Sizes, to Drill from 250 to 2,500 feet in depth. Has neither Springs nor Cog Gearing. Drills with Cable and Solid Tools.  
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Manufacturers of Drilling & Fishing Tools,  
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BOILER FEEDER BREWERS AIR PUMP FIRE PUMP DUPLEX PUMP  
PUMPING MACHINERY FOR ALL PURPOSES. **INDIANAPOLIS, IND.** SEND FOR CATALOGUE AND PRICES.

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DU QUOIN ILL.  
SEND FOR CATALOGUE  
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We have just issued a new illustrated catalogue of our Steam & Jet Pumps. A copy will be mailed free on application.

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STANDARD COMPOUND STEAM PUMP  
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PUMPS OF EVERY DESCRIPTION. **CINCINNATI, O.** SEND FOR CIRCULAR

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PNS. BRONZE,  
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Pulp and Paper Mills,  
LAWRENCE, MASS.  
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— SINGLE, DUPLEX AND COMPOUND —  
**Steam Pumps**  
FOR EVERY DUTY.

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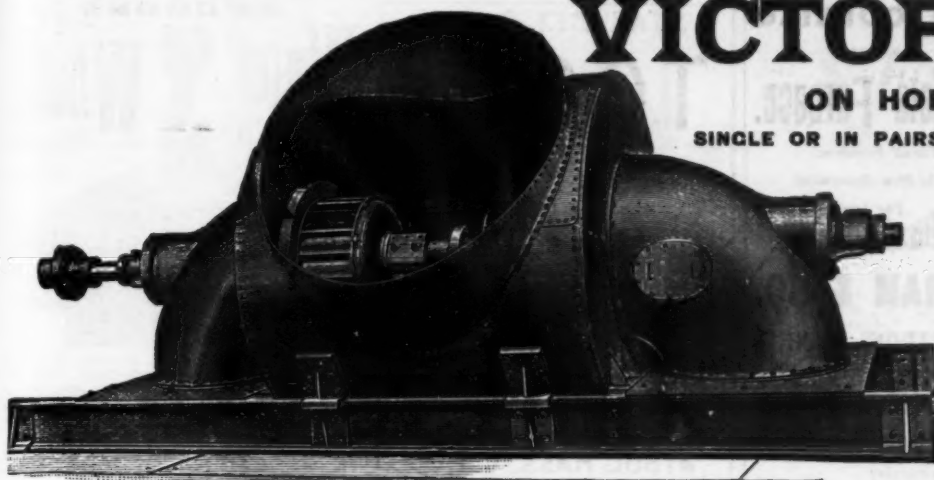
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For Hand and Power.  
**WELL SUPPLIES AND TOOLS,**  
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**MARSH STEAM PUMP.**  
Absolute actuation and regulation without use of tappets, levers or other mechanical connections. The most economical boiler feeder made. Returns exhaust steam to the boiler. Heats feed water 40 to 50 degrees, according to tests made by Prof. M. E. Cooley, of University of Michigan. Sizes—For boilers, 10 to 800 horse-power.  
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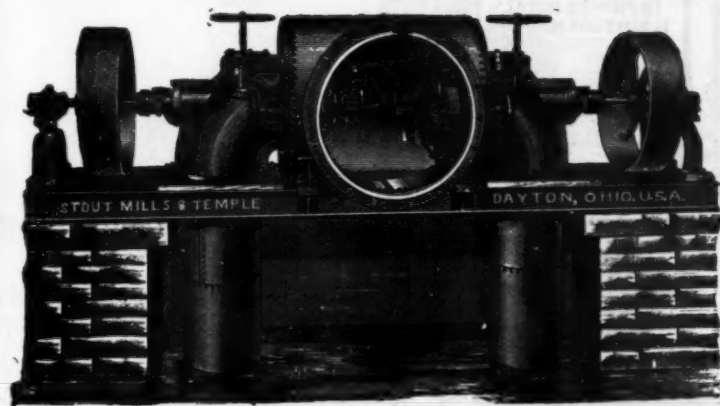
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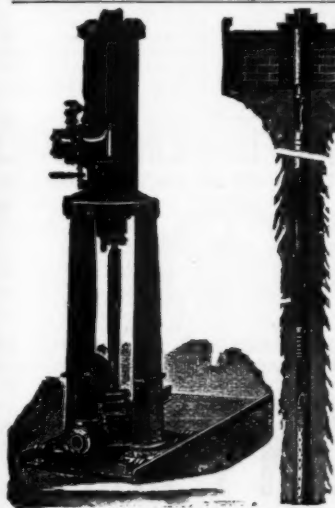
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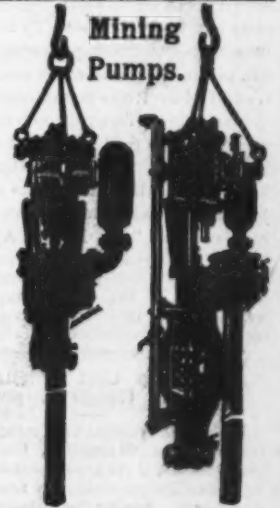
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PUMPS FOR  
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The A. S. Cameron Steam Pump Works,

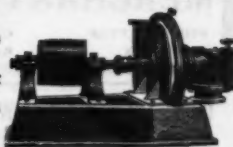
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OLDEST, BEST AND LATEST IMPROVED.  
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OUTLAST ALL OTHERS, because the life and elasticity  
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boiling oil.

We Hold the Patent On These Packings.

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**BUFFALO SCALE COMPANY, BUFFALO, N. Y. SCALES OF ALL KINDS.**

## Literary Notes.

AN essay by Herbert Spencer on "The Limits of State Duties" will be published in the Popular Science Monthly for September. Mr. Spencer maintains that an industrial State should not attempt to mold artificially the minds and characters of its citizens, and gives several striking instances in which such paternalism has wretchedly failed of its purpose.

A FIFTH paper, concerning "Glass in Science," will be added in September to the fascinating illustrated series on "Glass-making," by Prof. C. H. Henderson, in the Popular Science Monthly. It describes the making of spectacle glasses, the grinding of lenses for telescopes, the blowing and graduating of thermometer-tubes and the making of hydrometers, etc.

"HISTORIC DECORATION AS APPLIED TO FURNITURE" is the subject of a new series of articles in the Decorator and Furnisher, the August number containing some beautiful examples of furniture in the Egyptian style. "The Home Workshop" is replete with novel ideas for the manufacture of home furnishings, and this department is proving one of the most interesting in this fine art journal. It is published at 150 Nassau street, New York.

AMELIE RIVES' latest novel appears in the August number of the Cosmopolitan. After nearly two years of silence the new story of Miss Rives will be received with the greatest interest by those who enjoyed her earlier work. Married, traveled and in every way matured, her latest production is said to be worthy of the talent which gave such great promise. The scene is laid in Paris, where the author has been living for two years, and the heroine is a Virginia girl who is studying music abroad, with a negro servant for a chaperone. The story has been illustrated by Kate Greatorex, one of the most promising of American painters in Paris, and a charming portrait of Miss Rives is the frontispiece of the magazine. Two papers in this number which will be read with great interest by journalists are those by Valerian Gribayedoff, who is called "the father of pictorial journalism," and "The Woman's Press Club of New York," by Fannie Aymar Matthews. Gribayedoff has discussed artistically and practically the question of the illustration of the daily newspaper in a way to afford information to all who are interested in journalism.

## A Choice List of Summer Resorts.

In the Lake regions of Wisconsin, Northern Michigan, Minnesota, Iowa and the two Dakotas, there are hundreds of charming localities pre-eminently fitted for summer homes. Among the following selected list are names familiar to many of our readers as the perfection of Northern summer resorts. Nearly all of the Wisconsin points of interest are within a short distance from Chicago or Milwaukee, and none of them are so far away from the "busy marts of civilization" that they cannot be reached in a few hours of travel, by frequent trains, over the finest roads in the Northwest—the Chicago, Milwaukee & St. Paul Railway and Milwaukee & Northern Railroad:

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Minocqua, Wis.	Lakes Okoboji, Iowa.
Waukesha, Wis.	Spirit Lake, Iowa.
Palmyra, Wis.	Frontenac, Minn.
Tomahawk Lakes, Wis.	Lake Minnetonka, Minn.
Lakeside, Wis.	Ortonville, Minn.
Kilbourne City, Wis.	Prior Lake, Minn.
(Dells of the Wisconsin).	White Bear Lake, Minn.
Beaver Dam, Wis.	Lake Madison, So. Dakota.
Madison, Wis.	Big Stone Lake, So. Dakota.
Delavan, Wis.	Elkhart Lake, Wis.
Pewaukee, Wis.	Ontonagon, Mich.
Wausaukee, Wis.	Mackinaw, Mich.
Marquette, Mich.	

For detailed information apply to any coupon ticket agent, or send stamp for a free illustrated tourist folder to Geo. H. Heafford, General Passenger Agent, Chicago, Ill.



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Adapted to all Foundries,  
The Most Economical,  
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Fine Iron and Brass Castings Made to Order.  
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etc. Prices and catalogues sent free. Address:  
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Mention this paper.

## ANTI-MOTH.

Certain; sure; no lie or trick; we don't believe in either.  
We tell the truth, you do the rest (no insinuation intended, dear reader).  
Red Cedar Moth Proof Chests; handsomely made.  
Write us for a \$12 chest, delivered free of charge in any part of the United States; that is, "we pay the freight." This offer for immediate acceptance only.

**HARRY MYERS MFG CO**  
NASHVILLE, TENN.



**MINERS AND DEALERS IN SAND, GLASS**  
MANUFACTURERS,

and all Manufacturers interested in DRYING MACHINERY.

READ THE SECOND LEITER.

CHICAGO, ILL., July 7th, 1901.  
Messrs J. H. DAY & CO., Cincinnati, O.  
GENTLEMEN: We have your letter of the 6th, calling our attention to your advertisement in the MANUFACTURERS' RECORD. We have also received the paper and find the advertisement in question. Would say that it make a very attractive advertisement. The endorsement that we have given the dryer is pretty strong, but we think it is not any better than the machine. Yours very respectfully,  
THE GARDEN CITY SAND CO.

For full particulars address

**J. H. DAY & CO.**

Manufacturers of Drying Machinery for Sand, Clay, Phosphate Rock and Pebble, also Sifting and Mixing Machinery.

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Branch office, 35 Murray Street, New York.



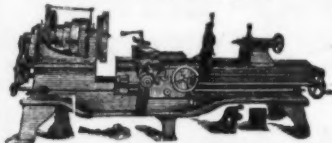
Established 1867.

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**Iron Working Machinery,**

Extension and Gap Lathes, Planers with Quick Return, Drills, etc., Hand Power Elevators with Patent Brake, Double Chain Screw Hoists, Overhead Tramway with Switch, Turntable and Geared Truck.  
Gear Cutting a Specialty. Send for Estimates.  
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W. BUCHNER, 108 Main St., Cincinnati, Ohio.

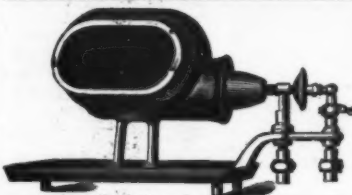
## STARRETT'S FINE TOOLS



Skilled mechanics prefer them.  
Live Dealers sell them. Catalogue sent for the asking.

**L. S. STARRETT**  
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GAS LIGHTS  
IMPROVED ROYAL  
ELKINS GAS MACHINE  
THE BEST IN THE MARKET  
ESTABLISHED 1872 ST. LOUIS, MO.  
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CONTRACTORS FOR LIGHTING CITIES  
AND TOWNS WITH THE IMPROVED SYSTEM OF SELF-REGULATING GAS LAMPS OVER 3000 IN USE



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For Heating Soldering Coppers.  
Saves insurance premiums, decreases fire risks. Economical and reliable. Always ready for use. Write for circular D and special information.

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Prevents the spray nuisance. Saves your roofs and sidewalks by separating the water from exhaust steam. The condensation can be used by returning it into tanks on the floors of your building for fire purposes. Should be used in all buildings where the exhaust pipe goes through the roof. Guaranteed to work satisfactory, well made and the cheapest head on the market. 30 days' trial given responsible parties. WRITE FOR PRICES.  
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FOR OUR FIFTH EDITION  
HOW TO SELECT, LAY  
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SENT FREE OF COST.

**MERCHANT & CO.**

PHILADELPHIA.  
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## COOL, FRESH AIR FOR WORKROOMS.

Constant change of air secured by the use of

## CLARK'S ADJUSTABLE BLADE EXHAUST FANS



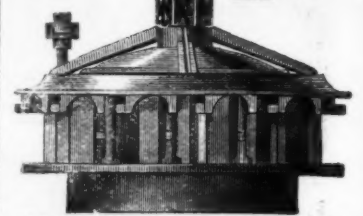
Great Capacity.  
Thirty Days' Trial Allowed.

ALSO  
FANS FOR DRYING MATERIALS of all kinds.  
Catalogue free.

**CEO. P. CLARK,**

Box B,  
Windsor Locks, Ct.

## SUCCESS Water Wheel.

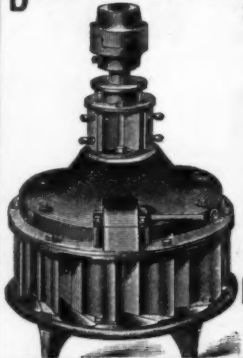


This Wheel is strong and durable. Excelled all other wheels in the great trial tests. Is in use all over the nation. I also make a specialty of **HEAVY GEARING & MACHINERY**

For Paper, Cotton and Grist Mills.

**S. MORGAN SMITH, York, Pa.**

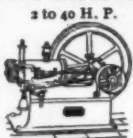
## BURNHAM'S STANDARD TURBINE.



It gives on either a Vertical or Horizontal Shaft more power for its price, yields a greater percentage of water used, either with full or part gate drawn, and is the simplest constructed and best finished Wheel ever offered for sale. Send for catalogue to

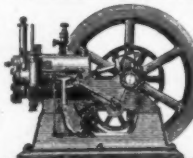
**BURNHAM BROS.**  
YORK, PA.

## The Motor of the 19th Century.



2 to 40 H. P.  
Can be used ANY PLACE, to do ANY WORK, and by ANY ONE. No Boiler! No Fire! No Steam! No Ashes! No Gauges! No Engineer! No Danger! No Smoke! A perfectly safe motor for all places and purposes. Cost of operation about one cent an hour to each indicated horsepower. For circulars, address **CHARTER GAS ENGINE CO., P. O. Box 240, Sterling, Ill.**

## GAS and GASOLINE ENGINES STATIONARY and PORTABLE. All Sizes.



Dwarfs in Size, but Giants in Strength. Expense one cent an hour per horse power and requires but little attention to run them.

Every Engine Guaranteed. Full particulars free by mail. Mention this paper.

**VAN DUZEN**

**GAS & GASOLINE ENGINE CO., Cincinnati, O.**

## DON'T BUY AN ENGINE OR BOILER

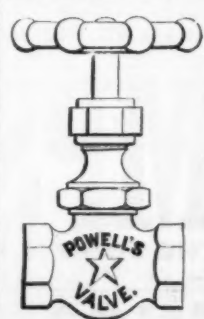
Until you have seen our circulars. Engines complete from 5 to 110 horse power, both Vertical and Horizontal, at prices below those of other reputable makers. 16000 in use. Boilers of every style. Automatic Engines for Electric Lights. Centrifugal Pumping Machinery for Drainage or Irrigation. Established 25 years. Perfect satisfaction guaranteed.

Ask for Circular M and address

**Morris Machine Works**

BALDWINVILLE, N. Y.

## Powell's Star Valve



Still the Favorite for all First-Class Work.

We Test Them. We Warrant Them. You will find them perfectly reliable.

Kept in stock by Thos. C. Bassor & Co. BALTIMORE, MD.

THE **WM. POWELL CO.**

Cincinnati, O.

MANUFACTURERS.



# ELKTON, VIRGINIA.

IN THE WORLD-FAMED SHENANDOAH VALLEY.

Presents to-day the Best Opportunities for Safe and Profitable Investments to be Found in Virginia.

In one short year it has grown from a mere hamlet to a town of nearly 900 souls.

When factories now in course of construction are all in operation, at least 1,200 people will have their homes in Elkton.

Our industries are numerous and varied.

We do not depend on any one big concern to make or break us.

The immense TIMBER SUPPLY gives employment to a number of Saw Mills and Planing Mills and Lumber Yards

We have also a Sash, Door and Blind Factory,  
A Steam Bark Mill (under construction),

A New Roller Mill, 100 barrels daily capacity,

A Large Tannery,

Steam Brick Works,

A Cannery (contracted for),

Wagon and Spoke Factory (under construction),

A Large Cutlery Factory, nearly completed, which will employ at least 50 hands, and which will begin work in June.

Besides, are the various minor industries to be found in every town, such as Blacksmith, Harness, Wheelwright, Carpenter, Cabinet Makers, Tinnners, Plumbers, Etc., Etc.

A Water Company supplies pure Lithia Water through a complete system of pipes to all residences and stores desiring it.

## RATES:

For Single Days, . . . \$2 to \$3  
Weekly Rates, . . . \$9 to \$15  
Monthly Rates, . . . \$25 to \$50  
Special Rates to Ministers.



THE ELKTON HOTEL.

Rooms May be Engaged and  
Prices Fixed by Applying to

**C. P. WALTERMIRE, Manager.**

June 22, 1891.

The Finest Hotel in Virginia, "THE ELKTON," is here. Run under the management of the Elkton Improvement Company.

Lighted by gas, supplied with pure lithia water in unlimited quantity, and with all modern conveniences.

Investors will find our property priced so as to insure profits.

NO FANCY PRICES have been asked, but values will be confined to ACTUAL WORTH.

We invite Investors, Home Seekers, Tourists, Business Men, Manufacturers, small and great, to COME TO ELKTON.

FOR PARTICULARS ADDRESS

## THE ELKTON IMPROVEMENT COMPANY,

S. P. H. MILLER, President.

S. O. SPENCER, General Manager.

THOMAS K. HARRSBERG, Secretary & Treasurer.

# MINNEAPOLIS, VA.



*Minneapolis is Under the Management of GEN. THOMAS L. ROSSER, Builder of the Northern Pacific and Canadian Pacific Railways.*

## Resources.

Coal and Iron, both in Inexhaustible Quantity and Unexcelled Quality, In juxtaposition. In the Center of a District Composed of Five Counties, Containing More Timber Than Minnesota and Wisconsin Combined.

## Advantages and Attractions.

A Healthy and Beautiful Situation in a Valley 2,000 feet above Sea Level, Surrounded by Mountains.

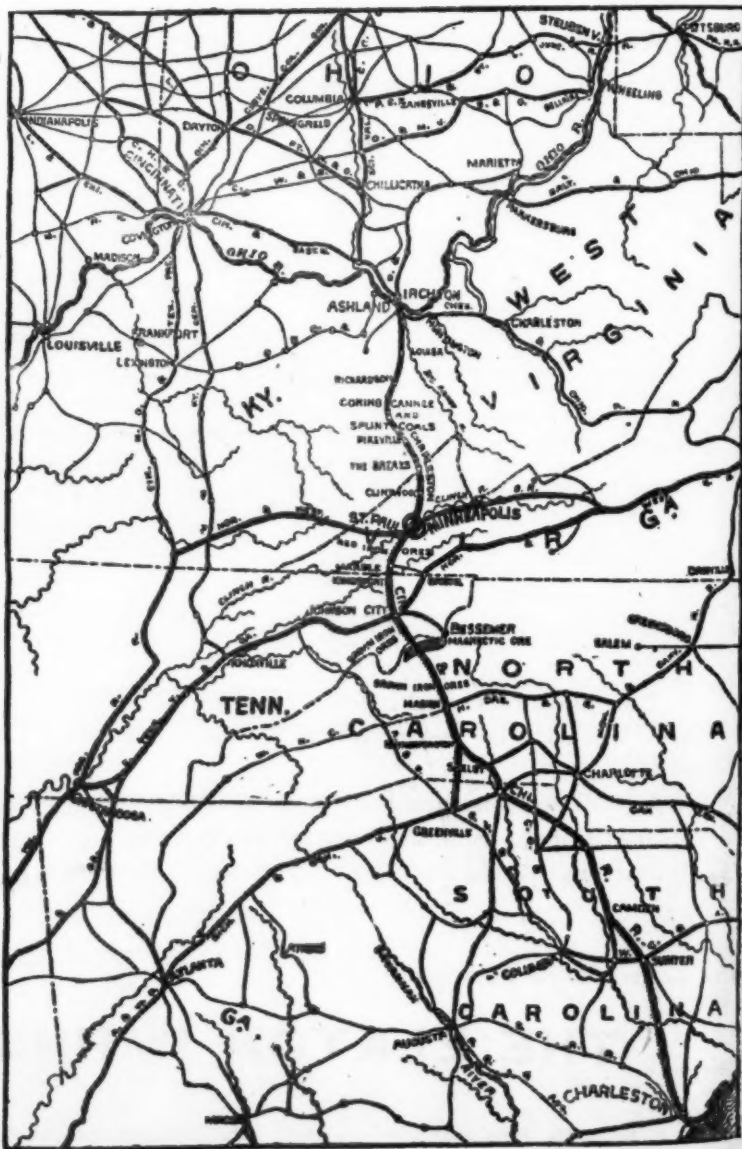
Encircled by a Large Bold Stream, ample for Water, Drainage and Power.

The Crossing Point of the Norfolk & Western and the Three C's, the Future Great East and West and North and South Trunk Lines.

## INDUSTRIES FROM ALL SECTIONS

*Are now Seeking a Location at Minneapolis on Account of the Minimum Cost and Maximum Quantity and Quality of Raw Materials, the Fine Transportation Facilities and the Healthfulness and Beauty of the Site.*

JOHN M. WHITE, Treasurer,  
CHARLOTTESVILLE VA.





## To Business Men:

As a market for machinery, mill, factory, railroad and building supplies, there is no other part of the country so inviting at this time as the South. Within the last 5 years an astonishing amount of work has been done in the Southern States in providing means for the utilization of its wealth of raw material for manufacturing. The building of furnaces, and of industries to manufacture the product of them, of cotton and woolen mills, of woodworking shops, and of all the multiplied factories for converting its timber, its cotton, its iron ore and marble and other minerals into finished product, the building of railroads, the growth of industrial towns; all this development has created a rich and rapidly expanding market for everything that is needed in building and operating every kind of industrial establishment, in opening and operating mines, in building and running railroads, and in the construction of public buildings, stores and dwellings. The South has, however, hardly crossed the threshold of its industrial life. The machinery and supplies needed in the South now are infinitesimal in amount in comparison with what will be needed a few years hence.

About ten years ago the MANUFACTURERS' RECORD was started. As announced in its first issue, the purpose of its publishers was to make it an industrial newspaper *distinctively and exclusively for the South*. From the first issue up to the present time the paper has had no change of policy or aim and no change of management. It set out at the first to be something different from the ordinary technical and trade paper. It has been always progressive. No other weekly paper in the world has ever had such great and continued and uninterrupted growth and prosperity. The MANUFACTURERS' RECORD is more generally quoted by the press of the country than any other paper in existence. It is now more widely read in the Southern States than any other paper of any sort published anywhere. Among its subscribers in the South are the owners or managers of the furnaces and other iron industries, woodworking concerns and manufacturing establishments generally, the officers of nearly all the railroads, the town companies, and all others who are interested in matters of Southern development. A fact deserving special notice is that nearly every development enterprise in the South of any magnitude is advertised in the MANUFACTURERS' RECORD. The projectors of all worthy town-building undertakings use liberally the MANUFACTURERS' RECORD's advertising pages. This is an indication of the regard in which the paper is held in the South. Moreover, the managers of all these enterprises are interested in the building of new railroads, in the building of furnaces, machine shops, cotton mills, woodworking factories, and every other sort of industry. There is probably not a town company in the South the managers of which do not have something to do with the purchasing of machinery, mill supplies, building material, contractors' outfits, &c. These are people whom the manufacturers of machinery should be in constant contact with.

The MANUFACTURERS' RECORD is the only Southern industrial newspaper of standing and influence. It is the universally acknowledged exponent and representative of the manufacturing interests of the South. It is a weekly paper of from 80 to 88 pages.

In view of the foregoing facts, we present to you with confidence the advertising columns of the MANUFACTURERS' RECORD as the most economical and effective channel through which to reach the attention of Southern buyers of your goods. An advertisement in it will not only reach the people to whom you would be likely to sell, and reach more of them than could possibly be reached by any other paper, but it would reach them in a paper that is *read* and not thrown away, in a paper that is paid for and every number of which is looked for and welcomed and studied, not a paper that is thrust upon people as an advertising sheet, and is never opened when received.

In proportion to what we can do for you we believe that our rates are cheaper by far than any other industrial advertising you can do. We would be glad to correspond with you regarding your advertising.

MANUFACTURERS' RECORD CO., BALTIMORE.

# The American Pure Food Mfg. Co.

OF WASHINGTON, D. C.

Office and Factory, No. 724 Eleventh Street, Northwest.

CAPITAL STOCK, \$100,000.

PAR VALUE OF SHARES, \$10

**PRESIDENT.**

EDWARD A. OLDHAM,

Secretary United States Patent Guaranty Co.

**VICE-PRESIDENT.**

P. W. ROBERTSON,

P. W. Robertson & Co., Real Estate and Insurance.

**TREASURER.**

CHARLES S. ROGERS,

Patent Attorney.

**SUPERINTENDENT.**

E. B. JONES,

Late Factory Manager Crosse Manufacturing Co., Ltd.,  
Food Purveyors, London, England.

**SECRETARY.**

MARMADUKE E. DENT,

Cashier Hotel Chamberlin.

**CHEMIST.**

PROF. JAMES R. ROGERS, M. D., Ph. D.

**DIRECTORS.**

EDWARD A. OLDHAM,

P. W. ROBERTSON,

HENRY J. BERKLEY, M. D., Baltimore, Md.

M. E. DENT,

A. D. MACK, formerly of Brunswick Baking Powder Co.

CHARLES S. ROGERS,

THIS COMPANY was recently incorporated under the laws of West Virginia, and has purchased, and is preparing to continue on a larger scale, the business of the Brunswick Baking Powder and Windsor Flavoring Extract Co., formerly established in New York City and afterwards moved to Washington.

In addition to the manufacture of

**THE PURE FOOD BAKING POWDER**

and Flavoring Extracts, for both of which a high class of trade has been built up, this company owns old and tested private formulas, and will, in course of time, include in its manufacture a wide and varied line of Pure Food specialties, including the following:

Self-Raising Flour and Buckwheat, Farinaceous Foods, Custard and Curry Powders, Tomato and Mushroom Ketchups, Worcestershire, Yorkshire, Chutney, Windsor Soy, Celery, Fruit and other choice sauces; Salad Dressing, Marmalades, Sweet and Plain Pickles, Mince Meats, Preserves, etc.

The goods manufactured by this company will be put out in a thoroughly first-class and merchantable manner, sufficient to satisfy the most fastidious tastes. The package in which the Pure Food Baking Powder will be put up will be especially attractive, and is by all odds the handsomest in the market.

Honesty in quality and quantity is the company's watchword, and upon this platform it proposes to become food purveyors to that largely increasing class who are demanding honest weight, and absolute freedom from deleterious adulterants.

As an evidence of the undoubted merit and superiority of the Baking Powder and Flavoring Extracts this company will manufacture, it need only be stated that other makes, long on the market, have, in many instances, been displaced by them in the PRESIDENT'S MANSION and in the homes of many of the Cabinet Officers, as well as in many of the most prominent families of the Nation's Capital, and in a large number of the first-class hotels of New York, Washington and other cities, while the demand from grocers in these cities alone has far outgrown the supply, and made absolutely imperative the organization of a larger company to increase the capacity of the factory.

Hundreds of testimonials, certifying to the strength, purity and excellence of these goods, are in the possession of the company.

The formula from which this baking powder is manufactured was originated by a London chemist, and for years prior to its introduction in this country, was well and favorably known throughout Europe as the Zephyr Baking Powder. Many of the leading medical men of London have testified to its absolute purity, and for years the company offered a standing reward of \$1,000 if alum or any other deleterious substance could be found in its ingredients.

That there is an enormous profit in baking powder, is amply attested by the wonderful growth of business and tremendous dividends reputed to have been paid by the companies that manufacture the leading brands. It is an article of as universal necessity as salt, and the scope of operations is therefore practically unlimited. With the trade in hand, and in easy reach, the stockholders of the American Pure Food Company may be assured of future gratifying dividends.

The annexed newspaper clippings will throw some light on the pecuniary possibilities of the baking powder business:

*From the New York Herald.*

The making of baking powder seems to be a profitable business. The best conducted company in the United States, the Royal Baking Powder Company, made net profits of \$795,162 in 1887, the gross sales amounting to \$2,657,987. These facts became public as the result of a suit brought by one of the partners in the concern to restrain

Mr. J. C. Hoagland and his son and brother from drawing salaries amounting altogether to \$86,000 a year. In view of the great success of the company, it seems natural that the Hoaglands should be well paid for their work, but it is interesting to know that the Royal Baking Powder Company pays its president as much as the people of the United States pays theirs—\$50,000.

*From the Washington Post.*

Mr. Ziegler, of Brooklyn, was, until recently, the owner of forty per cent. of a baking powder business in that city. He had two partners, with whom he failed to agree, and, as they had the controlling interest, he sold out to them, receiving for his share, \$2,500,000. Those who know, say he sold cheap, but as he has already over \$8,000,000 invested in real estate and gilt-edge securities, besides a palatial residence, a yacht, some good horses, etc., it is probable he could stand it. Mr. Ziegler landed in Brooklyn twenty years ago, with a moderate capital, amounting to \$12.50. It looks as if there were profitable business in baking powders—something to make a man rise in the world, as it were.

**A BLOCK OF ONLY 1,000 SHARES**

Of the capital stock of the American Pure Food Company is offered for sale upon the specially attractive and accommodating terms of one dollar per share on subscribing, and one dollar each month thereafter till all of the amount is paid.

**SUBSCRIPTIONS**

Will be awarded in the order of subscription to subscribers, and will be received at the company's office, No. 724 Eleventh Street, N. W. Washington, D. C., and in Baltimore by Messrs. H. B. Whitely & Co., Bankers and Brokers, Calvert and German Sts.

Stockholders will have no personal liability beyond the par value of the shares.

The capital stock of the company has not been inflated for the purpose of speculation, as is too often the case, and as an evidence that the business thus being enlarged is a legitimate and permanent enterprise, the fact may be stated that the principal stockholders have entered into a formal agreement not to dispose of their stock for three years at least.

For the general standing of the company and its officers, reference is given to Bradstreets and Dunn's Commercial Agencies, also the Ohio National Bank, its depository.

The following blank form is offered for the convenience of those who wish to subscribe for a portion of the 1,000 shares now being offered:

**AMERICAN PURE FOOD MANUFACTURING CO.**

No. 724 Eleventh Street, N. W., Washington, D. C.

Gentlemen—Find enclosed New York exchange (check or money order) for \$....., covering payment of one dollar per share for..... shares of the capital stock in your company. It is agreed by me or us that the deferred payments are to be made by the first of each ensuing month till paid, and are to consist of one dollar for each share taken.

Yours respectfully,

Signature.....

Postoffice.....

Date.....

State.....



**COVINGTON**  
THE **GEM** OF  
THE **Mountains**

1200 Feet above the Sea.  
Pure Mountain Air. No Mosquitoes.  
No Malaria.

**CHEAP IRON.**  
**CHEAP COAL.**  
**CHEAP TIMBER.**  
**CHEAP LIVING.**

If you want to be thrifty and live  
to a ripe old age come to -  
Covington, Va.

**THE INTER-MONT HOUSE** will open  
Mar. 1st 1891.  
Heated by Steam,  
Lighted by Electricity,  
All modern improvements.

**C. & O. SOLID VESTIBULE LIMITED TRAINS DAILY**

## ANNOUNCEMENT.

The Covington Improvement Company has acquired over 700 acres of land contiguous to the town of

**COVINGTON.**

This property is laid off in Residence and Industrial Lots. The most liberal provisions have been made for the accommodation of industries. It is useless to repeat the details of the many advantages of Covington and the prospective enhancement in values of the property of the

### Covington Improvement Company.

Suffice it to say, Covington is in the heart of the richest Ore deposit of Virginia, and nearer to the Coal and Coke of West Virginia than any other point on the Chesapeake & Ohio Railroad.

There are now located and under construction in Covington the following enterprises:

A 125-Ton Blast Furnace, employing.....	150 men.
Rolling Mill, employing.....	125 "
Foundry and Machine Shops, employing.....	75 "
Patent Roller Flouring Mill, employing.....	15 "
40,000 Daily Capacity Brick Plant, employing.....	30 "
Lumber and Planing Mill.....	15 "
Steam Laundry—one of the best in Virginia—employing 6 girls.	

One National Bank in successful operation with a line of Individual Deposits of over One Hundred and Thirty Thousand Dollars (\$130,000.) Only in operation about (4) four months.

The Hot Springs Branch of the Chesapeake & Ohio will be completed by July 1st, 1891, making Covington the gateway to the

### Hot, Warm and Healing Springs,

where several millions will be spent in the next few years developing these three famous watering places, with the assurance that the "Camden" road will be built within fifteen months, giving a direct line from Pittsburg to the celebrated Ore fields of "Potts Creek," and making

### Covington a Great Center for Manufacturing

the raw material (lumber and minerals) lying in the immediate vicinity, and penetrated by the "Camden" and Chesapeake & Ohio Railroads. No other point in the State of Virginia is so favored for

### Locating Industrial Enterprises,

and all investments made at Covington will yield handsome profits in the near future.

### A Rock Crusher and Pulverizer Combined.

The extensive field open to crushing and pulverizing machinery, embracing such a great variety of applications, has created an ever-widening market for this class of

or cups, and a screen—and is easily run and kept in repair.

The attention of all who are interested in the crushing and grinding of ores and other hard materials is called by the manufacturer to the originality of this invention, which they claim to be the only mill ever

Fig. 1 gives a view of the machine as it appears in operation.

The material to be ground is conveyed through the hopper at the top to the case A, filling the case and the revolving cylinders or heads B, B, which, being put in motion, hurl their contents, it is stated,

back to give a view of the interior of the mill, showing the cast iron screen C, through which the material as fast as ground passes and falls into the hopper marked D. When necessary to reduce the rock to a greater fineness than the screen outlets allow, the coarser part of what leaves the screen is reconveyed to the mill by an elevator for regrinding, that which is already sufficiently fine being first removed by the usual apparatus adopted in milling.

A suction blower causes the air to draw strongly into the mill, and prevents the escape of dust.

The cast iron screen C is composed of small sections, and the worn parts are cheaply and easily replaced. The wear upon this screen is very slight, as it is always protected from the action of the rocks thrown from the heads or cups by a cushion of interposing material formed by the rocks which always fill the case and cover the screen.

Fig. 3 shows one of the revolving heads or cups taken apart. It is composed of two pieces, one of which, E, a simple hard iron cylinder (called the bushing), is removable, and when worn is easily taken out and replaced.

It appears that with the exception of the cup bushings the entire interior of this machine is completely protected by the rock itself. These bushings are in practice very slowly worn and cheaply and easily replaced. They can be cast at the nearest foundry.

The cut herewith, showing the elementary parts of the Sturtevant mill in cross section, may possibly explain more clearly

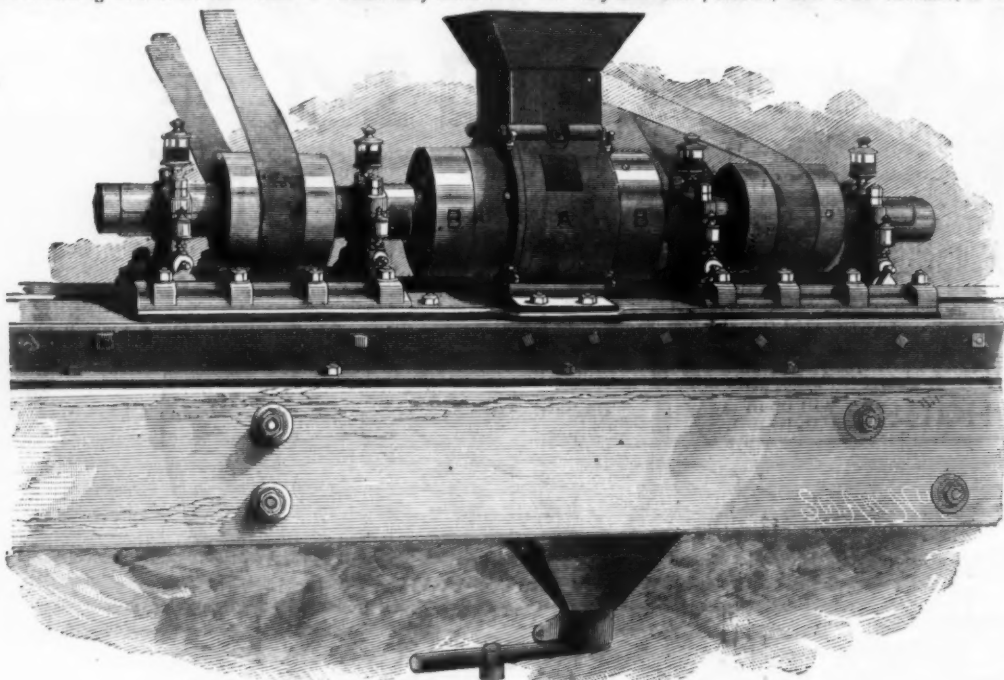


FIG. 1.

machinery. Chief among the uses which it has become a necessity is the mining industry. Here, whether it be the mining of iron, gold, silver or other minerals, this machinery is required to place the output in condition for use. The growth of the mining interest in the South makes an increasing demand in that section for this class of machinery. Especially is this so in the phosphate and iron-mining operations, which are rapidly assuming great magnitude. The phosphate interests are among the chief wealth producers in the States of Florida and South Carolina. The following description of a well-known make of crushing and grinding machinery will be found interesting to the general reader as well as to those engaged in work requiring such machinery. This mill, known as the Sturtevant, has by its service under varying and often unusual conditions come into high favor for use in handling phosphate rock, cement, &c. The Sturtevant mill is made for grinding and crushing ores, phosphates, cement and all other hard and refractory materials upon a new principle, avoiding wear and tear, and doing in a rapid and thorough manner the work of a crusher and stamp mill combined.

It is composed of two cylindrical heads or cups, arranged upon the opposite sides of a case, into which they slightly project, facing each other, and are made to revolve in opposite directions. The rock being conveyed to the interior of the case through the opening at the top, is retained and prevented from dropping below the revolving heads or cups by a cast-iron screen, and entering, as it must, the heads or cups in revolution, is immediately thrown out again from each cup, in opposite directions, with such tremendous force that the rock from one cup, in collision with the rock thrown oppositely from the other cup is, it is stated, crushed and pulverized, and the grinding, which otherwise would be upon the mill, is transferred to the material, which is at once reduced to power. The method of reducing rock by this process is said to differ entirely from any other ever in use.

The mill is of extremely simple construction, being composed of only four elementary parts—a case, two hollow heads

constructed where rocks are really made to grind themselves.

The Sturtevant mill is arranged to grind to any fineness desired, and in the largest sizes no small breakers are required.

In this machine the belts convey the power directly to the rocks, which expend it at once in tearing each other in pieces.

No injury is said to occur to the mill from pieces of broken drills or wedges, or even from iron hammers or bars going in with the rocks.

As evidence of the capacity of the Sturtevant mill the following statement is interesting: A single 20-inch mill, grinding magnetic iron ore, gives a product of 15 to 20 tons per hour, from 10 to 30 mesh fine, the ore being fed to the mill in cubes of about 3 inches, the product being granular in form, and in consequence superior for

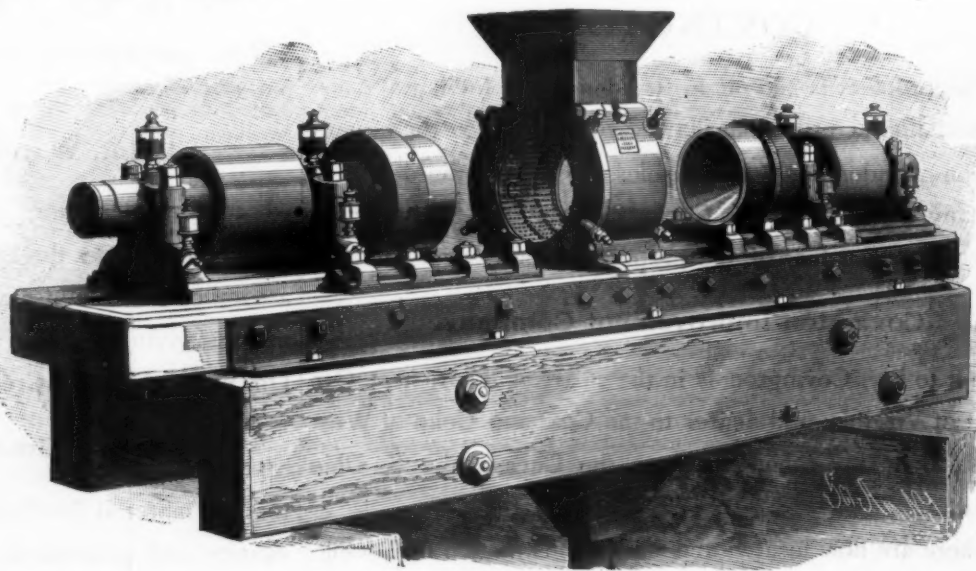


FIG. 2.

concentration; the same sized machine, running on phosphate rock, giving a product of 5 to 6 tons per hour to 60 mesh and finer, the phosphate rock being fed to the mill in the usual cargo size, without preliminary crushing. These mills are in actual daily operation grinding magnetic iron ore and phosphate with above results.

against each other with such power that the rock is at once crushed to atoms. The mill does not grind the materials, but simply furnishes the power that compels the rocks to crush themselves, consequently the hardness of the rock does not affect the result, as it acts upon itself.

Fig. 2 shows the cups or heads drawn

the operation of the machine when made to run.

The following description is given of Fig. 4: "Let B, B represent the two opposite heads or cups of the mill, holding the two bushings E, E, which slightly project into the case. At Z, Z the stone hollow cones are shown (which form themselves

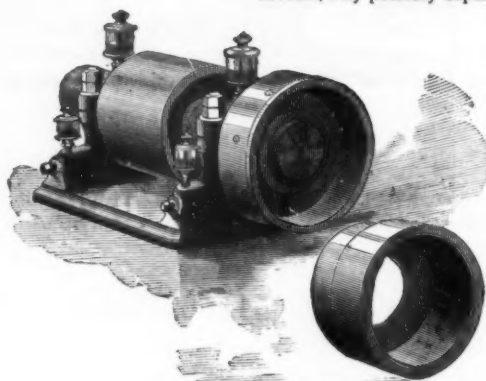


FIG. 3.



in each head by the packing of the rocks being ground after the machine has been run a few moments). The hopper is shown filled with rocks, which drop into the case of the machine between the two

fine, and one of its chief merits is the slight wear, which is reduced to a minimum. That it is theoretically a good machine is evidenced by the endorsement by all users of its lasting qualities and the

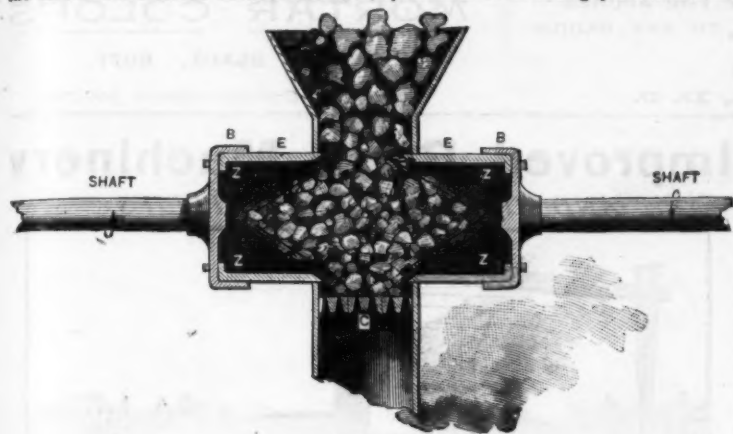


FIG. 4.

heads; let the mill now be started up. In a few moments the two stone hollow cones Z, Z, as before stated, form themselves and become as hard as the rock. When these hollow cones have formed it is plain that the centrifugal force given by their revolution will hurl out of the hollow cones in the general directions indicated by the arrows all the rocks that are forced into them. These rocks thrown violently out of the two hollow cones, oppositely, cannot strike the case, for they are thrown from it and against each other, and the force lost by collision; also, every movement of these projectile rocks is made through an atmosphere of the same material, for the case is kept constantly full of rock. Thus in the collision of the rocks the material is pulverized. If the flying rocks could take any direction not indicated by the arrows, before striking the case, such projectiles would have to meet and crush all the rocks lying in their way to the case, or screen, and they would be pulverized themselves, or lose their force before striking the iron boundary.

"It will be noticed that the iron confining screen C is of very small diameter. This was so constructed when it was found that the wear was trifling, and an important object was accomplished by this arrangement. The ground rock is let out of the screen at once. How rapidly the mill discharges is indicated in the screen of the 20-inch mill, which often discharges from 16 to 20 tons of hard rock per hour."

Rock once reduced to the size wanted, should never, it is said, be struck a second blow. The fine rock should be released from the mill at once; to strike it again is a waste of power. In the metal-bearing rocks, to leave a particle of free metal in a machine after it is once broken from the rock, to be churned and pounded over and again many times, is destructive and wasteful of both power and profit.

In this mill all the free metal that will pass the screen (the openings of which can be made of any size desired) is immediately discharged, while in such rare rocks as contain large masses of metal, as do some of the copper rocks of Lake Superior, any metal that is too large to pass the screens can be let out of the machine as often as is found best, by simply throwing back the heads, which is the work of only a few moments.

The Sturtevant mills are made in three sizes, with heads from eight to twenty inches in diameter, and vary in capacity according to the size.

The mills, when working upon ore that is hard and dry, will, it is stated, do all that is claimed.

The manufacturer states that these are no toy machines that wear out after a few weeks' run, but giant grinders of unparalleled capacity, whether grinding coarse or

simplicity that renders it safe from damage in the hands of a common mechanic.

The Sturtevant Mill Co., of 70 Kilby street, Boston, Mass., is the manufacturer, and will furnish any information desired.

## MANUFACTURERS!

The Jellico Tannery has 28 acres of land, south of and adjoining the Knoxville & Ohio Railroad, which they will deed any part of, or all, to any manufacturing plant, for manufacturing purposes, for one dollar per acre.

**B. A. CONNELLY,**  
JELICO, TENN.

—WRITE FOR—

**PROSPECTUS AND PRESS OPINIONS**

—OF—

## THE SECRETS OF CANNING,

A PRACTICAL BOOK FOR CANNERS.

**J. MURPHY & CO., Baltimore, Md.**

TO

## Fruit & Vegetable Canners

The cheapest, most efficacious and economical system for putting up high

standard goods is the

## MUDGE

## PATENTED PROCESS

Large Plants Furnished, also Family Processors on the Same Principle.

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BASIC CITY—A. B. Carter, Real Estate and Insurance Agent. Correspondence solicited.

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NEWPORT NEWS—Braxton, Chandler & Hays, Civil Engineering, Real Estate and Insurance, Washington Ave. & 30th St.

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NORFOLK—A. W. Cornick & Co., Real Estate Agents, 103 Main Street.

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ROANOKE—Simmons, Carpenter & Finley, Real Est. Brokers, 101 Jefferson St.

ROANOKE—Dupuy & Tallaferrro, Real Estate & Insurance Agents, 11 Campbell St.

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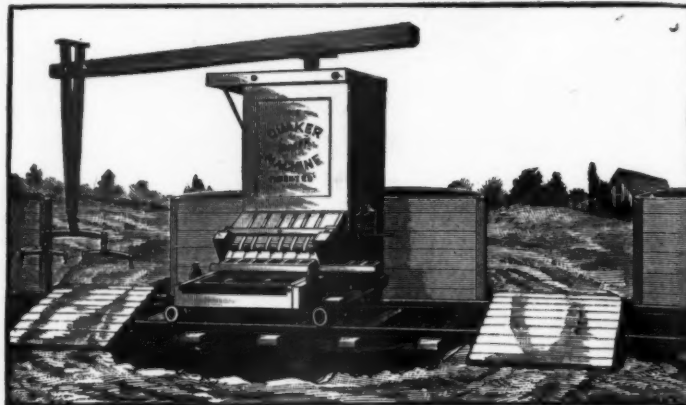
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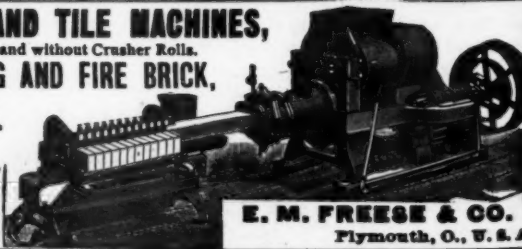
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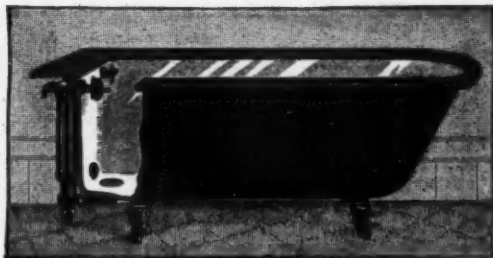
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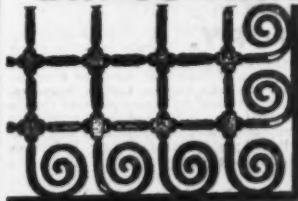
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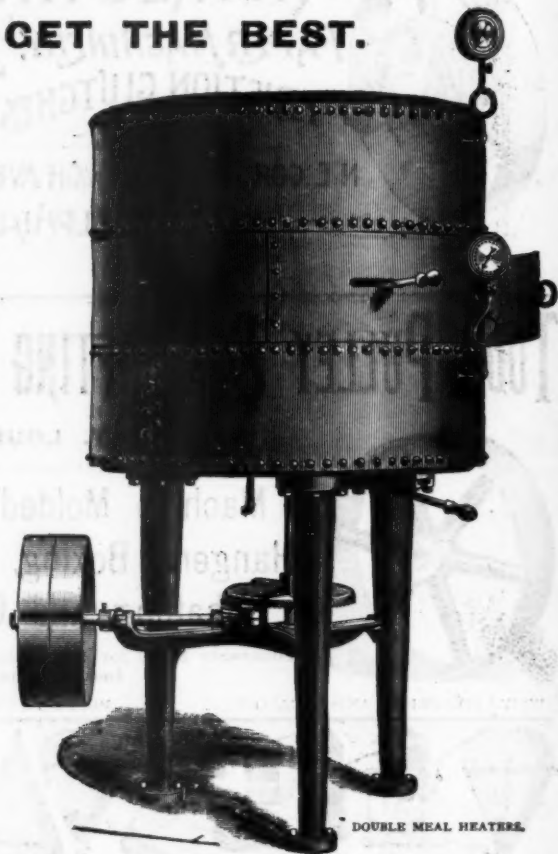
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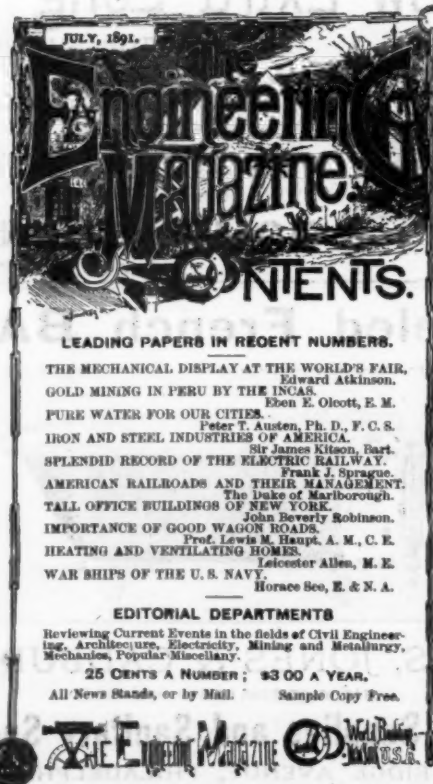
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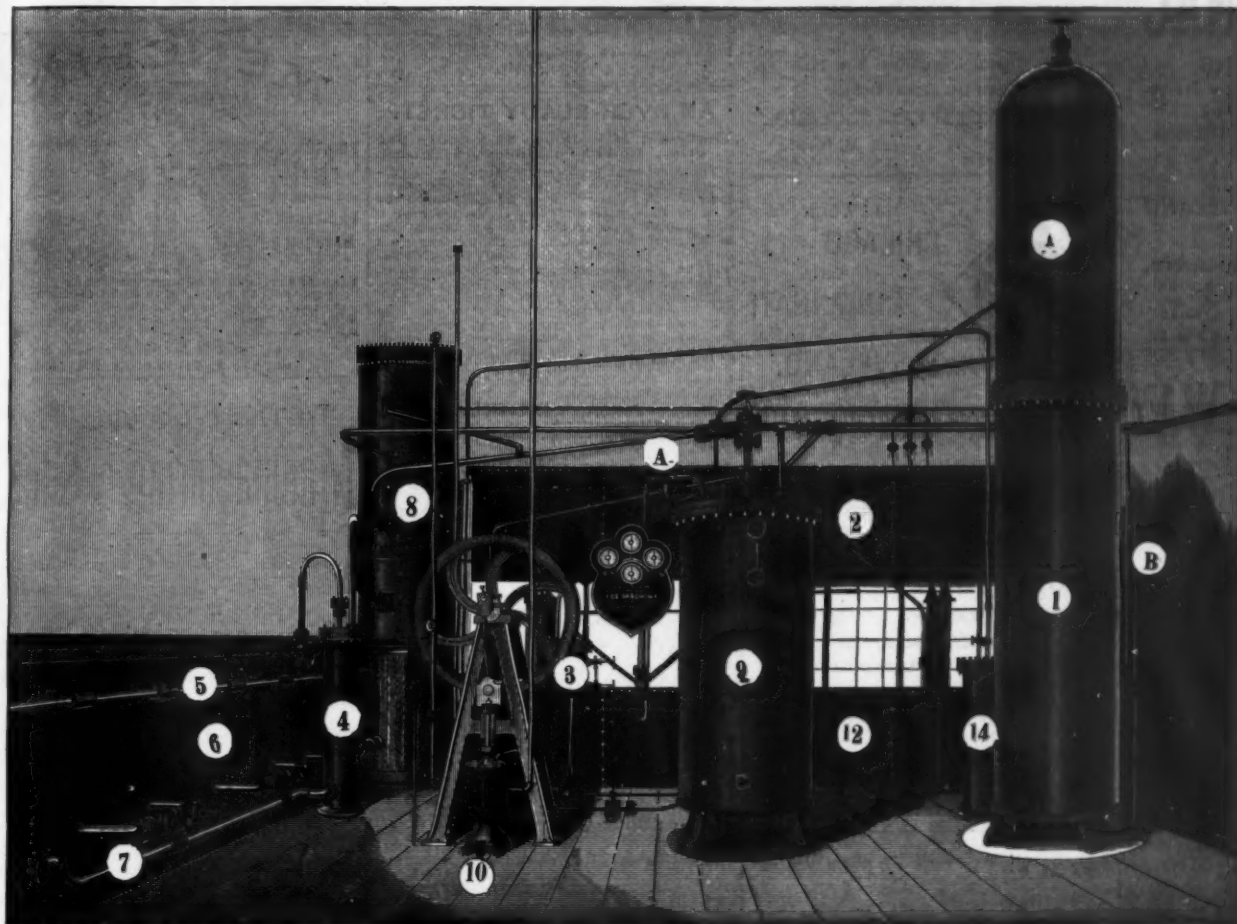
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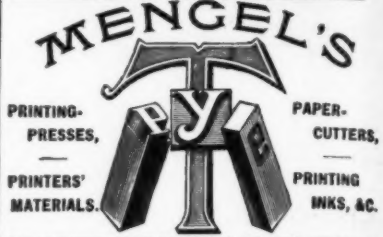
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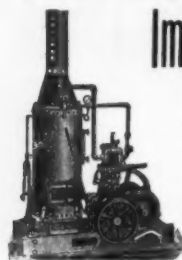
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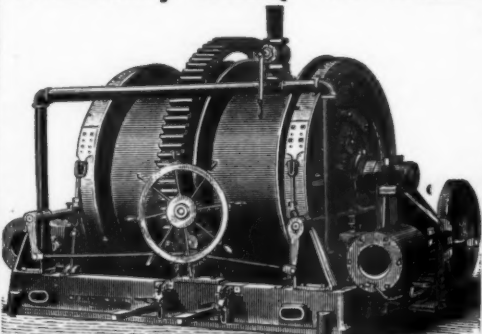
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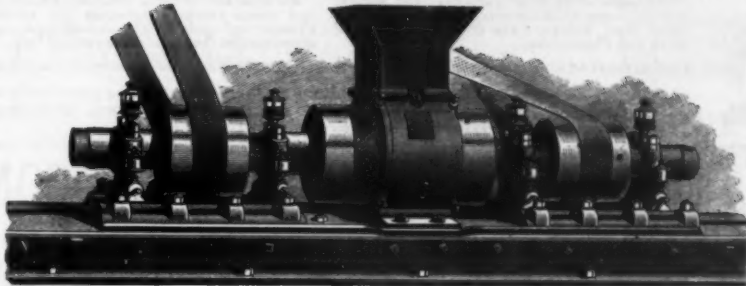
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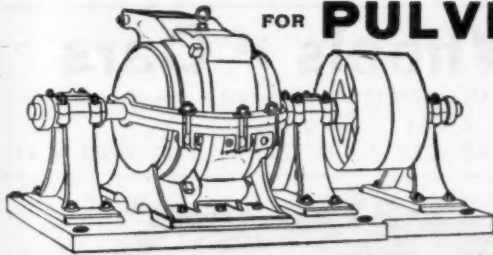
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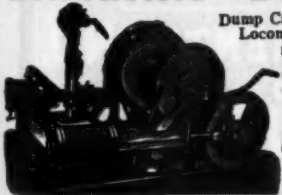
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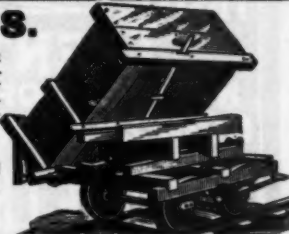
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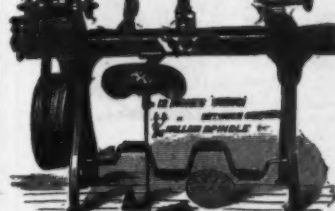
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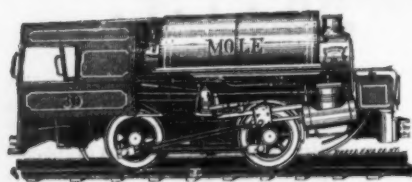
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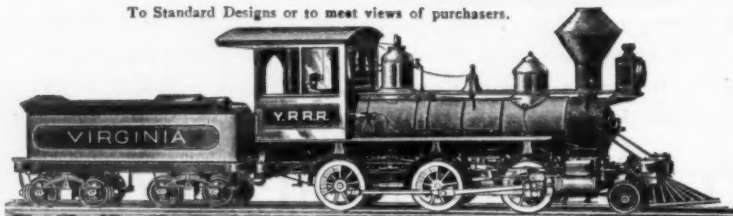
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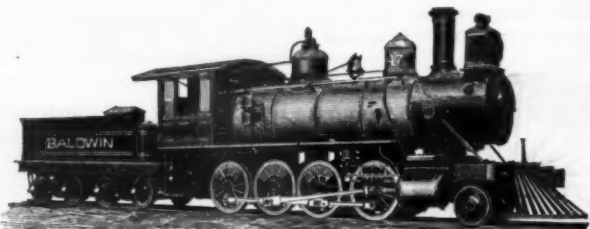
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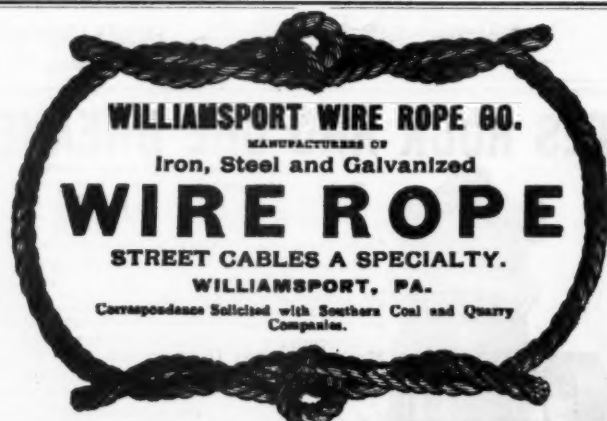
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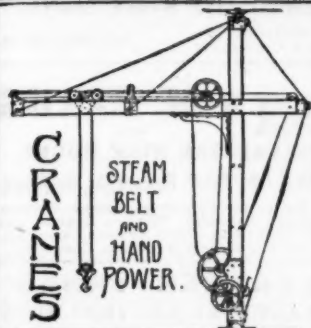
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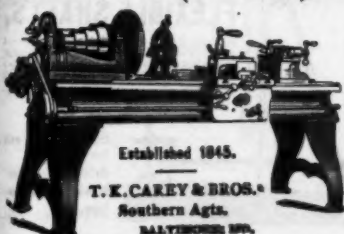
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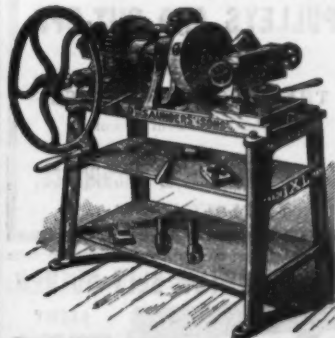
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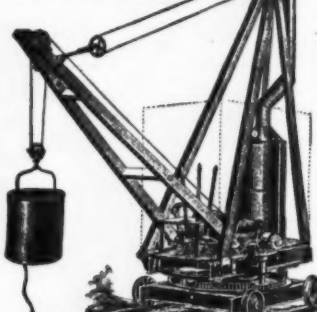
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**BRYANT SAFETY  
ENGINE WORKS,**  
Rochester, N.Y.  
Automatic governor  
non-explosive  
boiler, no extra in-  
surance, no engi-  
neer, no sparks,  
ashes or smoke.  
Specially designed  
for those wanting  
power from a 2 to 5  
h.p. This is the  
safest, cheapest  
and most reliable  
newer known. Fuel—kerosene oil or natural gas.



**THE FRONTIER MANUFACTURING  
CO.,** find as a result of two years of  
satisfactory trial that their



#### PATENT LEVER FLUE CLEANER

is the best in the market. Why? Because the  
ends are protected from breakage by the bottom;  
its native flexibility entirely supercedes the old  
springs; the only cleaner with a follower to  
remove the refuse. Quicker and more easily  
adjusted than any other; better made; does  
better work; lasts longer.

**FRONTIER MFG. CO., Buffalo, N.Y.**

### NEW SYSTEM

## Water Filters

For All Purposes and of Any  
Desired Capacity.

**J. A. BOWDEN & CO.**  
DETROIT, MICH.

"IDEAL"  
**WROUGHT IRON FENCE.**  
Engines, Boilers, Shafting,  
Pulleys, Hangers, &c.  
**F. M. ARTHUR & CO.,** Knoxville, Tenn.

**WIRE RAILING,**  
WIRE SCREENS, WIRE CLOTH,  
And All Kinds of WIRE WORK for Churches,  
Institutions, etc.  
**H. BALDERSTON & SON,**  
(ESTABLISHED 1793)  
122 South Calvert Street, BALTIMORE, MD.

### IRON RAILINGS

FOR  
Bridges, Parks, Residences.  
**IRON DOORS AND SHUTTERS**  
**BUILDERS' IRON WORK.**  
**BELMONT IRON WORKS, LIMITED.**  
Successors to  
Manly & Cooper Mfg. Co. PHILADELPHIA, PA.

### WIRE RAILING

AND  
**ORNAMENTAL WIRE WORKS.**  
**DUFUR & CO.,** 311 N. Howard St., Baltimore.  
Wire Railing for Cemeteries, Lawns, Gardens,  
Offices and Balconies; Window Guards, Tree  
Guards, Wire Cloth, Sieves, Fenders, Cages, Sand  
and Coal Screens, Iron Bedsteads, Chairs, &c.

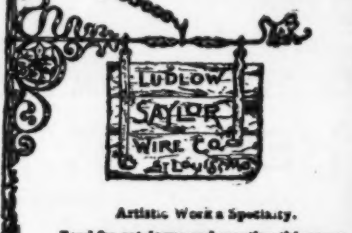
### WEATHER VANES AND ART WIRE AND IRON WORK.



Stable Fixtures,  
Roof Cresting,  
Tower Ornaments,  
Finials, Iron and  
Wire Fences, all  
kinds of Orna-  
mental Wire and  
Iron Work, Office  
and Counter Rail-  
ings, and Decorative Brass Work. Catalogue free.  
**E. T. BARNUM, Detroit, Mich.**

### WIRE & WIRE GOODS.

Wire Cloth, Rope, SCREENS for  
Coal and Ores. Barbed and  
Plain Fencing Wire. Bank  
and Office Railings.



Artistic Work a Specialty.  
Send for catalogue and mention this paper.

**THE CHAMBERLIN  
Screw Stump Machine.**  
The only Stump Machine in  
the world that successfully  
pulls all classes and sizes of  
stumps. Write for catalogue  
and price list.  
MANUFACTURED BY THE  
**CHAMBERLIN MFG. CO.**  
OLEAN, N. Y.



### Stow Flexible Shaft Co., Limited,

Twenty-Sixth, Callowhill and  
Biddle Sts., PHILA., PA.  
Manufacturers of  
**FLEXIBLE SHAFTS,**  
And all kinds of Machines to be used  
with them. Portable Drilling, Tapping,  
Reaming and Boring Machines. Also  
Portable Tools for Emery Wheel  
Grinding, Metal and Wood Polishing,  
Cattle Brushing and Clipping, &c.  
Builders of  
Special Machines  
for Railroads,  
Bridge & Boiler  
Makers, Construc-  
tors, &c.





# Read What a Michigan Miller Says of the Case Company.



STURGIS ROLLER MILLS,  
BAUER & BUHRER, Proprietors.

STURGIS, MICH., July 12, 1890.

The Case Manufacturing Co., Columbus, Ohio:

GENTS—We started mill July 7th. The 12 pair 9x18 rolls you furnished us worked perfectly. They are so easy to adjust, so simple to handle, feed so regularly, grind so nicely and even, and work so smoothly on the whole, that we have no hesitancy in stating that we cannot see how they can have a superior, if equal. Aside from their perfect work, they are models of beauty and finish, and a decided ornament to any mill. We enclose clippings from papers. We are, with best wishes,

Very truly yours,

BAUER & BUHRER.

For full particulars regarding the best FLOUR OR CORN MILL MACHINERY, address



## THE CASE MANUFACTURING CO., Columbus, Ohio.

### WESTERN IRON MARKETS.

CINCINNATI, August 8, 1891.

No one connected with the iron trade and its allied industries expected anything to happen worthy of note during the week, and consequently no disappointment was felt. There have been a few orders of considerable size for pig iron placed, but the bulk of the business has been in contracts from single car-loads to one or two hundred tons.

Softeners and charcoals continue to drag and accumulate, as do also the lower grades of Southern coke irons.

Producers generally have almost given up hope of higher prices this year, and many of them are willing to contract their entire product at about the present range of values. Buyers maintain their indifference, and it is evident that a showing of increased consumption or decreased production will be necessary to rouse them from the state of lethargy into which they have fallen.

Consumers are wisely co-operating with furnaces in getting forward August and September deliveries to protect themselves against the shortage of cars, and this is decreasing stocks in the South to some extent.

That the iron trade is on a solid basis is evidently shown by the small number of failures that have been recorded during the past few months.

Foundrymen, almost without exception, report their margin of profits very small, but settlements are made quite promptly, and there is a feeling of confidence among the trade.

The money market here is unchanged. The banks haven't much surplus to loan, but ample to take care of their regular customers for ordinary wants.

We quote for cash f. o. b. Cincinnati:

FOUNDRY IRONS.		
Southern coke No. 1.	\$15 00	\$15 25
Southern coke No. 2 and No. 1 soft.	13 75	14 00
Hanging Rock coke No. 1.	16 50	17 50
Hanging Rock charcoal No. 1.	30 00	32 00
Tennessee charcoal No. 1.	16 50	17 50
Jackson Co. stone coal No. 1.	16 50	17 50
MILL IRONS.		
Standard Southern coke, G. F.	\$12 75	\$13 00
Standard Southern coke, mottled.	12 25	12 50
CAR WHEEL AND MALLEABLE.		
Standard Alabama C. W.	\$19 50	\$20 50
Tennessee C. W.	18 00	19 00
Lake Superior C. W.	19 50	20 50

CHICAGO, August 8, 1891.

Transactions during past week in pig metal have been mainly confined to small quantities, though several sales of Southern coke iron are reported, ranging in size from 500 tons up. Car-load orders are numerous, as with here and there exceptions, consumers are mainly covered for their requirements for three or four months ahead, and in many cases for entire balance of year. Lake Superior charcoal continues inactive, with various signs of weakness as to price. Several of the most prominent furnaces making iron of this class are, however, in position to be quite independent, as their output has been practically covered by heavy sales made.

Prices remain on about same basis as at last report, though here and there lots of Southern coke, some grades, can be picked up at special concessions. One feature which has begun to cause great annoyance to consumers is the car famine which is beginning to prevail all through the South. The demand for rolling stock in which to move crops is exceedingly heavy, and for the next few months it will be impossible for pig iron furnaces to ship with any degree of promptness.

We quote for cash f. o. b. cars Chicago:

Southern Coke No. 2 foundry.	\$15 25	\$16 00
" No. 2 soft.	14 50	15 25
Lake Superior charcoal, Nos. 1-6.	17 75	18 50

ST. LOUIS, August 8, 1891.

Business during the past week has been quite active, several fair sized lots of coke and charcoal irons having been placed in this market. However, the prices at which sales were made were low.

We hear of several railroads being about ready to place orders for cars, provided they can make satisfactory arrangements in regard to payments. If the railroads place their orders it will make business more active, and we think cause an improvement in prices.

We quote for cash f. o. b. St. Louis:

HOT BLAST COKE AND CHARCOAL.		
Southern Coke No. 1.	\$15 50	\$15 75
" No. 2.	14 50	14 75
" No. 3.	13 75	14 00
" Grey Forge.	13 25	13 50
" Charcoal No. 1.	17 25	17 75
" No. 2.	16 75	17 25
Missouri Char coal No. 1.	15 50	16 00
" No. 2.	15 00	15 50
Ohio Softeners.	18 00	19 00
CAR WHEEL AND MALLEABLE IRONS.		
Lake Superior.	\$19 50	\$20 00
Southern.	19 50	20 00
CONNELLVILLE FOUNDRY COKE.		
St. Louis.	\$5 45	

BUFFALO, August 8, 1891.

The feeling among consumers of pig iron is better. More work is in sight than for many weeks or even months; tight money and excessive production are the only drawbacks. Even with these drags to general activity, the indications are strongly in favor of August, 1891, far surpassing the same month of last year in volume of business. It is difficult to find any signs of advancing prices, many predicting long continuation of the present market, which has not changed since our last week's report.

We quote for cash f. o. b. cars Buffalo:

No. 1 X Fdy., Strong, Coke Iron, Lake Superior ore.	\$16 50
No. 2 X Fdy., Strong, Coke Iron, Lake Superior Ore.	15 50
Ohio Strong Softener No. 1.	16 50
Jackson County Silvery No. 1.	17 50
Lake Superior Charcoal.	18 00
Tennessee Charcoal.	17 50
Southern Strong No. 1.	16 50
Southern Soft No. 1.	15 50
Alabama Car Wheel.	22 00
Hanging Rock Charcoal.	21 00

ROGERS, BROWN & CO.

ANOTHER handsomely illustrated catalogue has been issued by the Ball Engine Co., of Erie, Pa. The distinctive features of the various types of improved Ball engines are described and explained in the most thorough manner. This catalogue will be sent upon application to the Ball Engine Co.

### TRADE NOTES.

#### The Mudge Canning Process.

Can we reach the pure food standard for our canned goods in this country?

The American Grocer, on the subject of "Canned Goods Outlook," says that "quality rather than quantity is the first consideration;" that "high-class goods have little competition, and the business is profitable." The Chicago Grocer says: "Our government report of the canning industry of the country in 1889 makes the following statement: 'Our people are particular, even fastidious, as to their diet, and the popular taste for delicacies and appetizing preparations of standard articles of food require an intelligent study of the methods by packers that insure a constant elevation of the standard quality. The question of cheapness is secondary to that of quality, and a superior article commands remunerative prices, while inferior brands in our foreign canned goods trade, in fruits and vegetables, has lost us over \$400,000 over last year. With reciprocal trade relations the present should be an auspicious time for a permanent and valuable enlargement of the foreign trade by opening up an immense field for our products.'

With such commercial facts, it behooves us to fully investigate the modes of procedure in the canning of fruits, vegetables and other articles of food. The Rural New Yorker of June 27, 1891, says: "Extensive investigations by the Massachusetts Board of Health of French canned vegetables has resulted in the order prohibiting their sale in Boston. In every sample tested it was found that metallic poison existed in the form of copper; that 27 out of 37 samples showed adulteration." It is, therefore, a serious question of how far our canners follow "the French style" in the use of antiseptics and coloring matter in canning their fruits and vegetables. Is what they use harmless? In processing fruits (say peaches) they are taken from the tree in a hard, firm condition (a canner's requirements), and if eaten at the time would be hard and tasteless. They are pared and placed in a wire basket for the blanching process, which is to dip them into boiling hot water (stew No. 1); then they are thrown on a table, assorted as to size, placed in cans containing sugar, with coloring matter to hold the color in the pit whence the stone is removed. This is an important point with the buyer. The cans, in trays, are then lowered into a tank containing boiling hot water to fill (stew No. 2). When removed the tops are wiped and soldered, and they are placed in the process kettle and kept there until the steam reaches 240 degrees. This completes the operation. Is it any wonder that the peach has no aroma, or that our canned fruits do not come up to "the fastidious taste of our people?" But this is the best process known for the last 100 years. There is, however, a late invention

of a simple and effective process whereby all flavor and color is fully retained, and ripe fruits keep their shape through all seasons and in all climates. With this apparatus no cooking is required. The fresh, ripe fruit is placed in the jar or can, hot, boiling syrup is poured over it until the package is filled. It is then placed immediately on the apparatus under a steam-tight cylinder, and steam at 212 degrees is forced by pressure into the open mouth of the jar or can. This completes the process, and in a few minutes the can must be removed and hermetically sealed. When such goods, retaining their natural aroma as if fresh plucked from the tree, are placed on the table, the call will be to plant more orchards to supply the demand. By this method only can canners put up the fully ripe, flavored fruits of the sunny South. There the full power of the sun ripens to perfection fruits with a most delicate skin, and such fruits, if plucked for ordinary canners' use, would be bitter and tasteless, while eaten when fully ripe they are the finest in the world. The Mudge process, as above described, will be the means of having the world know of the perfect fruit of the South, and will build up an industry that will require many new orchards to meet the demand it will create.

THE possibilities of electricity for practical uses are now of almost daily demonstration. One of the latest appliances of the electric power is that of heating. An electric heater is now being perfected by the Globe Ventilator Co., of Troy, N. Y., and it is expected that by the early fall it will be ready to be put upon the market. This heater occupies about as much room as an ordinary steam radiator. The electricity may be taken from an ordinary lighting circuit. It is introduced on the resistance coils, which radiate the heat. The apparatus is completely insulated, and is perfectly safe. It will first be applied to electric cars, the power being obtained from the same source as that used to run and light the cars. The next adaptation will be to the heating of calender rolls in paper mills, where the electricity can be cheaply generated by water-power.

THE Lawrence Machine Co., of Lawrence, Mass., reports that its order books are well filled, and that for several months they have been working day and night to supply the demand. The bulk of the business has been in pumps, but with increased facilities for the manufacture of engines this branch is expected to do fully as well. Some engines for small yachts and electric-light plants are among the orders recently filled.

IN its issue of July 27 the Western Merchant and Manufacturer devotes considerable space to the manufacturing industries of Cambridge, Ohio. The factory of the Cambridge Roofing Co., of Cambridge, Ohio, and Chattanooga, Tenn., is described in a well-written article.



## The Markets.

OFFICE MANUFACTURERS' RECORD,  
BALTIMORE, August 12, 1891.

As regards the condition of the iron trade at this time throughout the country we have a little more encouraging report to make than for some time past. Of late everything has been extremely dull; there have been no sales of importance made, and no inquiries worthy of note. To-day we are able to note a little more activity in the way of sales of small lots, at least more inquiry than for several weeks, and generally a much more encouraging outlook in the iron trade. In pig iron circles there is some little activity experienced just now in the way of sales of small lots, and at fair prices. Several bids have been presented, and at about 25 cents less than ruling prices; this shows a general revival of confidence. Everything looks very favorable for a very active fall and winter demand, but how long things will remain this way remains to be seen. Pennsylvania No. 1 iron still is held at the ruling price for some time past, namely, \$17.50 to \$18.00; No. 2, \$16.50 to \$17.00; Southern No. 1, \$16.75 to \$17.50; No. 2, \$15.75 to \$16.00; good forge, \$14.50 to \$15.00.

There is a trifle more activity to be noted this week in the muck bar market, and at prices varying according to point of delivery, quality, etc. Both buyers and sellers seem a little more anxious to do business, and consequently if there are any concessions necessary, each are yielding a little. In steel billets there is very little doing; prices, however, remain steady at \$27.50 to \$27.75, delivered. From the West we hear of an increasing demand for steel rails, but in this section of the country there are no large orders or sales to report; some few small lots have been taken, however, but at the old price, namely, \$30.00 at mill. As regards structural material, mills are pretty well employed at present on back orders, on account of the restricted output of the past month or so. Manufactured iron has experienced a little more activity, and most plate mills are full of work for August and September. There is no improvement in price in bars and sheets to be noted, and very few sales being made. Best refined bars are held at 1.70 to 1.80; plates, 2.00 to 2.05; angles, 2.00 to 2.10. The manufacturers of wrought-iron pipe had a meeting during the week, at which an advance of 2½ per cent. was agreed upon, but time alone will tell whether this agreement will be kept up. There have been a few car-loads of old rails sold within the past week, and also some inquiry for scrap. Business is on the improvement we think now, and it only needs a couple weeks to see some active work being pushed forward. At Pittsburg and Chicago there is nothing new to say at this time; things are moving along in the usual way. The same may be said of New York and Philadelphia markets, but the outlook from all points of the United States is that of a general increased activity in this line. The first of September will also note an improvement in the coal trade, that being the time for the people to return from their vacations and be thinking about their orders for fall and winter.

## HARDWARE.

There has been no change in the price of hardware during the past week owing to a quiet market. Some slight changes have been made in tacks, which, in some few cases, are slightly higher, particularly Hungarian nails in small packages. The new price on these goods is not intended as an advance, but for the purpose of making a more uniform price and correcting irregularities. The travelers in the South are meeting with a fair trade, and all seem encouraged for the fall trade. From present indications the fall trade will open up in a much better condition than we had expected, and a good feeling throughout the South is general.

SECOND-HAND cotton machinery in good running order is offered for sale on page 50 in this issue by Davol Mills, Fall River, Mass. Full particulars given upon application.

## NASHVILLE RAPID TANNING AND BELT MANUFACTURING CO.

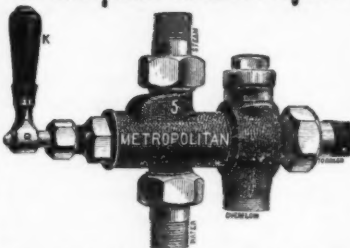
Manufacturers of Oak Tanned and Rawhide Leather Belting, Lace Leather, Picker Leather, Ropes, Lariats and other Rawhide Leather Goods.  
NASHVILLE, TENN.

SEND FOR CATALOGUE

**ALLENTOWN FOUNDRY & MACHINE CO.**  
ALLENTOWN, PA.

MACHINERY FOR MINING & MANUFACTURING  
PAINT POWDER CEMENT & BARK  
LIGHT & HEAVY MILLS MILL GEARING.  
SHAFTING, PULLEYS, CLUTCHES, HANGERS.  
IMPROVED EUREKA TURBINE.  
BLAST FURNACE WORKS, HOT BLAST STOVES.  
CASTINGS-HEAVY OR LIGHT-MADE TO ORDER.

## The Metropolitan Automatic Injector.



The only Automatic Injector that is operated entirely without the use of any globe valves.

TO START—Open Valve K.  
TO STOP—Close Valve K.

It can be used either as a lifter or non-lifter. It is adopted by the largest Engine Builders, and is for sale by the LARGEST SUPPLY HOUSES IN THE U. S.

Ask your dealer or send to us for circular and prices.

JENKINS BROS., 71 John St., New York.

## Thacher Patent Belt Fastener.



THE CLAFLEN MFG. CO.  
Cleveland, Ohio, U. S. A.

## The Only Manufacturers of Raw Hide Belting in the Country. The Chicago Rawhide Mfg. Co. MANUFACTURERS OF RAWHIDE BELTING, LACE LEATHER, ROPE, LARIATS, FLY-NETS,

Picker Leather, Stock and Farm Whips, Washers, Hame Straps, Hame Strings.  
Halters and other Rawhide Goods of all kinds, by Krueger's Patent.

This Belting and Lace Leather is not affected by steam or dampness; has more grip than any other; never becomes hard; is stronger, more durable and the most economical Belting made. Especially adapted for the Southern trade on account of its resistance to moisture. The Rawhide Rope for Round Belting Transmission is SUPERIOR TO ALL OTHERS.

73 and 75 ONIO STREET, CHICAGO, ILL.

**We Guarantee DIXON'S BELT DRESSING to Prevent Slipping and Preserve the Leather. Send for Circular and Testimonials. JOS. DIXON CRUCIBLE CO., Jersey City, N. J.**



**The "Original Candy"**  
Sowed Cotton Duck Belting.  
Especially adapted for Main Drivers, Saw Mills, Cotton Gins, Cotton Presses, and for all places where belts are subjected to moisture or atmospheric changes, the "CANDY" stands paramount.  
For full particulars, prices, etc., write  
**The Candy Belting Co.**  
BALTIMORE, MD.  
SOUTHERN AGENTS: Smith & Courtney, Richmond, Va. Atlanta Rubber Co., Atlanta, Ga. Baker, Slee & Co., New Orleans, La.

**THE BEST & CHEAPEST**

**CHESAPEAKE BELTING**

**IN THE WORLD**

STITCHED CANVAS BELTING

THE CHESAPEAKE BELTING CO.  
BALTIMORE, MD.

## MADDOX COTTON and WIRE BELT

The Maddox Belts are especially adapted for Dye-houses, Bleacheries, Tanneries, Pulp, Paper, Cotton and Woolen Mills, and all other places for the transmission of power where heat, moisture, etc., cause serious trouble. It runs true and almost noiseless, adapting itself from its flexibility to all positions, closely hugging the pulleys through all changes of weather and other causes. Write for prices to

MADDOX WIRE BELTING CO., Saccarappa, Maine.

## LEVIATHAN BELTING

Positively Unequalled for Strength, Durability and Traction Power; Unaffected by Heat, Steam or Water.

BELTS FOR MAIN DRIVING AND WORK OF A HEAVY NATURE.

SOLE MANUFACTURERS,

**MAIN BELTING CO.**

1219-1235 Carpenter St., PHILADELPHIA.

248 Randolph St., CHICAGO.

Send for Price-Lists and Samples.

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**SHULTZ BELTING CO.**  
Manufacturers of

**SHULTZ PATENT**  
IT BELTS THE EARTH AND MAKES THE MOON SPIN LIKE A TOP

**PULLED LEATHER BELTING**

**Shultz Patent Leather Woven Link Belt**  
ALL LEATHER  
NO IRON ROD OR HINGE, OLD STYLE  
LEATHER LINK AND IRON ROD BELT  
AND ROPE TRANSMISSION SUPERSEDED

**SAVE YOUR POWER, YOUR BELTS, YOUR MONEY.**  
BY COVERING YOUR PULLEYS WITH  
**SHULTZ PATENT LEATHER PULLEY COVERING.**

OUR BELTING IS TANNED ON THE SURFACES ONLY. INTERIOR IS RAWHIDE. THE ONLY PERFECT BELT MADE, NO SLIPPING OR LOST MOTION.

**RAWHIDE LACE LEATHER AND PICKER LEATHER**

ST. LOUIS, MO



# Conveying, Elevating and Power Transmission Machinery

For Cotton Seed Oil Mills, Phosphate and Fertilizer Works, Gineries, Starch Works, Sugar Refineries, Cement Works, Rice Mills, Grain Elevators, Flour Mills, Etc.



"SOUTH BEND"  
Wood Split Pulleys,  
With Iron Hubs  
and Iron Bushings.  
Will Not Slip on  
Shaft. No Danger  
From Fire.

**H. W. CALDWELL & SON,**  
GENERAL MACHINISTS,

127, 129, 131, 133 West Washington Street,

CHICAGO, ILL.



**CALDWELL STEEL CONVEYOR,**

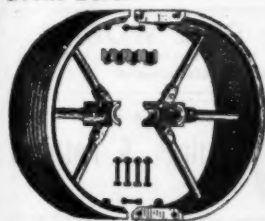
Automatic Power Grain Shovels.

LARGE AND COMPLETE STOCK FOR IMMEDIATE SHIPMENT.

SPROCKET WHEELS, Link Belting, Cotton, Rubber and Leather Belting, Elevator Boots, Bolts and Buckets, Spouts, Gearing, Friction and Jaw Clutches, Hangers, Shafting, Pillow Blocks, Iron Pulleys, Set Collars, Take-Up Boxes, Turn Heads, Perforated Metal, Wire Cloth, Etc.



EVERY PLAIN  
AND CALDWELL-AVERY  
CORRUGATED  
SEAMLESS STEEL  
ELEVATOR  
BUCKETS.



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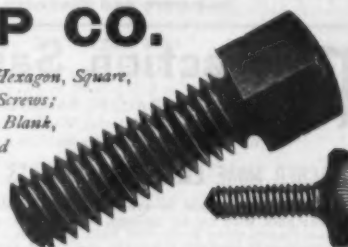
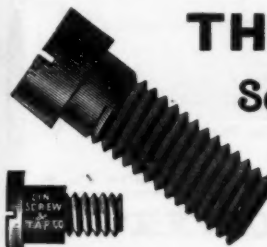
MANUFACTURERS OF

Screws, Special Taps,  
Dies, Reamers,  
Coal Hods, &c.

CINCINNATI, OHIO, U. S. A.



Iron and Steel Set Screws; Hexagon, Square, Round and Filister Head Cap Screws; Milled Machine Screws; Studs, Blank, Semi-Finished and Finished and Case-Hardened Hexagon Nuts, and all kinds of Turned and Stamped Work out of Bar and Sheet Iron, Steel or Brass.



## Bischoff Metal Ceilings,

(PATENTED.)

It will pay to investigate and write for catalogue.

Estimates submitted on application.

Fred. F. Bischoff & Co.

24 W. Lake St.,  
CHICAGO, - ILL.



## VENTILATORS



Made of galvanized iron and copper. Strong upward draft. Exhausts foul air, odors, gases, steam, etc. from mills, stores and dwellings; cures smoky chimneys. Perfectly storm-proof. Galvanized iron and copper cornices and gutters. Sheet metal work for buildings. Send for illustrated circular.

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383 Harrison Ave., BOSTON, Mass.

INVESTIGATE

and you will be convinced that the

"Eastlake"

**METAL SHINGLES**

for pitched roofs are unsurpassed.

**WHY?** The handsome appearance, durability, fire-proofness, low cost and protection against lightning make them so. For information, catalogue and prices address the manufacturers,

**W. J. BURTON & CO.,** Detroit, Mich.

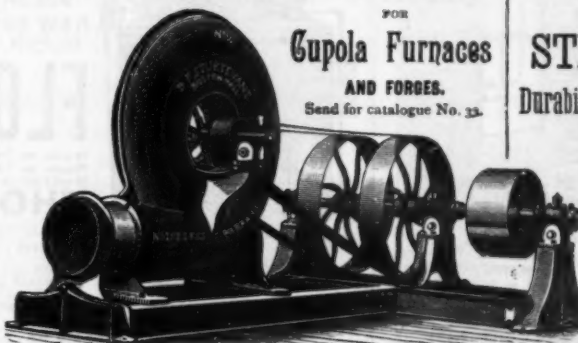
SOMETHING NEW.—How to Cover Pulleys with Leather and make Belts Endless. Write for particulars. CASCADY MFG. CO., Cleveland, O.

## THE STURTEVANT

Steel Pressure Blower

FOR  
Cupola Furnaces  
AND FORGES.

Send for catalogue No. 32.



THOS. B. INNESS, President.

IMPROVED  
Portable Forges,

COMBINING  
STRENGTH,  
Durability, Simplicity & Convenience.

Send for catalogue No. 31.

**B. F. Sturtevant Co.**

BOSTON, MASS.

34 Oliver Street.

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91 Liberty St., N. Y., 36 S. Canal St., Chicago.  
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Friction

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Pulleys.

## THE SOUTHERN MACHINERY CO.

ENGINES, BOILERS, STEAM PUMPS,  
SHAFTING, PULLEYS, AND  
HANGERS, RUBBER AND  
LEATHER BELTING,  
PACKINGS, HOSE,  
&c., &c.

**RAILWAY EQUIPMENT & SUPPLIES,  
IRON & WOODWORKING MACHINERY.**

Iron Pipe, Fittings  
and Brass Goods, Injectors  
and Inspirators, Feed Water Heaters,  
All Kinds Tools and Supplies for Machine  
Shops, Mines, Quarries, Factories, Furnaces, &c.

27 West Alabama Street, ATLANTA, GA.





## Factories AND Warehouses

Should be provided with our Corrugated or Plain  
IRON OR STEEL SHUTTERS AND DOORS.

They are thus rendered fire and burglar-proof.  
We are prepared to execute orders for this class of material promptly.  
Send exact dimensions of openings.

### The Cincinnati Corrugating Co.

Box 226.

PIQUA, OHIO.

**HOLTON IRON ROOFING**  
ROOFING SIDING CEILING & C.  
NEW LISBON, O.  
AGENTS WANTED EVERYWHERE

**SYKES' IMPROVED**  
Best Roof in the World.  
Suitable for all classes of buildings.  
Easy put on.

**SYKES IRON ROOFING CO.,** Niles, O., & Chicago, Ill.  
Send for Circular and Price List, and mention this paper.

All my Iron and Steel is re-rolled and box annealed, well painted on both sides with the Best of Paint and Pure Linseed Oil.

### THE BERGER MANUFACTURING COMPANY, CANTON, O.

**DON'T** make arrangements for ROOFING 'till you have seen ours.  
It Exceeds all other Metal Roofs.

### THE KANNEBERG ROOFING CO., Canton, O.

(THE ORIGINATORS OF STRICTLY GENUINE STEEL ROOFING)  
MANUFACTURERS OF  
The Kanneberg Pat. Latest Improved, Folded Lock Seam Roofing  
MADE OF STRICTLY GENUINE STEEL, ALSO  
CORRUGATED IRON (four sizes of corrugations), and  
Crimped Edge Iron Roofing and Siding, Beaded Iron Siding and  
Ceiling, Water-Proof Building Paper, Dry and Ready Mixed Paints,  
etc. Write for Catalogues, Price-List and Samples.

**Waltham Emery Wheel Co.,** Waltham, Mass.  
By our various processes we can guarantee satisfaction for the greatest variety of work.  
**EMERY WHEEL MACHINERY.**  
EMERY, CORUNDUM, Etc.  
These wheels can be bought of our agents or ordered direct.

### Northampton Emery Wheel Co.

Established 1867. J. L. Otis, Treas.  
**Premium Solid Emery**  
AND  
CORUNDUM WHEELS,  
AND ALL KINDS OF  
**Emery Wheel Machinery.**  
LEEDS, MASS.  
WHOLESALE BRANCH:  
20 SOUTH CANAL STREET, CHICAGO, ILL.

### NORTON EMERY WHEEL CO.

Complete Illustrated Catalogue mailed free upon application  
**EMERY and**  
Corundum Wheels,  
Emery Wheel Machinery  
AND NUMEROUS SPECIALTIES.  
**THOS. K. CAREY & BROS.**  
28 Light Street, Baltimore. Southern Agents.

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MANUFACTURERS OF  
**CROWL'S PATENT CORRUGATED IRON STEEL ROOFING**  
METAL SHINGLES AND ROOFING PAINTS.

Also all Best Styles of Siding and Ceiling. Good Agents Wanted. Superior Inducements Offered.  
Awarded First Medal by the New Orleans Exposition and elsewhere.  
Send for Samples and Catalogue.

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CHATTANOOGA, TENN.

**IRON & STEEL ROOFING,**  
"GLOBE STANDING SEAM"  
"EXCELSIOR V CRIMPED"  
"READY ROLLED CAPPED"  
**GLOBE IRON ROOFING & CORRUGATING CO.,** CHATTANOOGA, TENN.

### The Long Steel & Iron Roofing Co.

(Successors to F. S. KEELY & CO.) Manufacturers of  
**Steel & Iron Roofing** Corrugated Siding and Ceiling, Iron  
Ore Paint, Cement, &c.  
N. E. Cor. Illinois & Merrill Sts., Indianapolis, Ind  
WRITE FOR CATALOGUE AND PRICE LIST.

**J. H. ELLER & CO.,** Canton, Ohio,  
MANUFACTURERS OF  
**STEEL ROOFING**  
CORRUGATED IRON, Crimped Edge Roofing and Siding,  
Beaded Siding and Ceiling, Galvanized Steel Eave  
Troughs, &c. Write us for prices and sample.  
AGENTS WANTED. Address Office No. 229.

**NILES IRON & STEEL ROOFING CO.**  
LATEST SIMPLEST NILES. O. CORRUGATED  
AND CHEAPEST AGENTS WANTED. AND CRIMPED  
CAP ROOFING. SEND FOR CATALOGUE ROOFING & SIDING.

### IMPERIAL BRAND PREPARED ROOFINGS TWO and THREE PLY. BUILDING PAPERS.

Rosin-sized and Waterproof Sheathings, Parchment Building Paper, Deadening Felts, Plain and Corrugated Carpet Linings, Imperial Asbestos-Roofing, Tarred Roofing Felts, Roofing Materials, &c.  
ASBESTOS SHEATHING AND BUILDING FELTS, ASBESTOS STEAM PACKING, PIPE COVERINGS, ETC.  
SEND FOR SAMPLE BOOK AND PRICES.

**H. F. WATSON CO.,** Manufacturers, Erie, Pa. 407 Chamber Commerce, CHICAGO, ILL.

**SIMS PATENT**  
PATD' JAN. 14<sup>TH</sup> 1890  
**The Sims Mfg. Co.** NEWARK, OHIO,  
SOLE MFRS. OF  
The World's Favorite Adjustable Eave Trough.  
No right or left hand in ordering our Trough. It is always Right and made from the Best Galvanized Sheet Steel and Copper, in 8-foot lengths. Write for Descriptive Circulars and Price-Lists. Special Discounts to Jobbers.

To Architects, Builders and Owners.  
Attention is called to Fire-Proof and Vermin-Proof  
**MINERAL WOOL,**  
As a Lining in Wall; and Floors for Preventing the  
ESCAPE OF WARMTH AND THE DEADENING OF SOUND.  
SAMPLE AND CIRCULARS FREE.  
U. S. Mineral Wool Co., 8 Cortlandt Street, N. Y.

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DIRECT REPRESENTATIVES:

AMERICA AXE & TOOL CO., Axes, Hatchets, Adzes, Scythes and Eye Hoes.  
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AMERICAN SCREW CO., Screws, Bolts and Wire Nails.  
A. FIELD & SONS, Tacks and Nails.  
WHEELING HINGE CO., Wrought Goods, Butts, &c.  
L. D. FROST & SONS, Philadelphia Carriage Bolts.  
JOHN SOMMERS' SON, Faucets.  
NICHOLSON FILE CO., Files.  
HARTFORD HAMMER CO., Hammers and Sledges.  
BOSTON & LOCKPORT BLOCK CO., Tackle Blocks and Trucks.  
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HOLROYD & CO., Stocks and Dies.  
CLARK BROS. & CO., Carriage and Plow Bolts, Nuts, &c.  
BRANFORD LOCK WORKS, Locks and Knobs.  
WHITE MOUNTAIN FREEZER CO., White Mountain, Granite State and Arctic Freezers.  
BLAIR MANUFACTURING CO., New Easy and Bay State Lawn Mowers.  
WINCHESTER HANDLE MFG. CO., Fork, Shovel and Hoe Handles.  
SAMSON CORDAGE WORKS, Braided Sash Cords, &c.  
OLD DOMINION IRON & NAIL WORKS CO., Walker's Horse and Mule Shoes.  
PLUME & ATWOOD MFG. CO., Copper Rivets, Jack Chains, Hand Lamps & Burners.  
JOHN C. SCHMIDT & CO., Trace and Coll Chains.  
EXCELSIOR HOOK & BACK BAND CO.  
KLEIN, LOGAN & CO., Picks, Mattocks, &c.  
A. J. PHILLIPS & SONS, Window Screens and Screen Doors.  
SOUTHERN RAILWAY SUPPLY CO., Lace Leather and Hame Straps.  
WM. E. HOOVER & SONS, Back Bands and Webbing.

OFFICE—No. 14 W. German Street, BALTIMORE, MD.

Write us **LATEST IMPROVED SLIP JOINT EAVE TROUGH,**  
LONGEST IN THE WORLD, GOES TOGETHER EASILY, NO SOLDER REQUIRED. BEST CONDUCTOR, HANGEI, ETC.  
MADE BY **THE CANTON STEEL ROOFING CO., CANTON, O.** PAT'D 1889

## Eastern Lumber Markets.

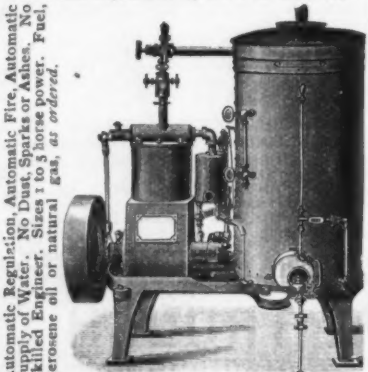
[Special Cor. MANUFACTURERS' RECORD.]

NEW YORK, August 11, 1891.

There is nothing much new to be reported at this time in lumber circles from this vicinity. There has not as yet been any great increase in activity over last week, and for the immediate outlook things are not very encouraging. This is about one of the duller seasons the lumber trade has experienced for a number of years, but we are in hopes that the clouds will soon break away and much activity spring up. This is the month for an improvement to set in, if there is to be an improvement. The financial situation is not yet settled, and this is one cause of all this dullness. Then, too, at this time so many of our citizens are out of the city on their summer's outing, and this has a depressing tendency on trade generally. The first of September will see a slight improvement in this line, which will continue way into October and in some instances November. There is quite a supply of white pine on the market, which is not being taken up in the usual way at this season of the year. Buyers do not seem certain enough of the future to place orders of importance, even if offered this lumber at very low prices. For some little time past yellow pine has not been moving along as we would have it, and at present it seems, we might say, almost entirely neglected. There have been some specials called for and taken, however. Hemlock is moving along fairly well just now, and this is rather encouraging to note right here. In Connecticut and Long Island there has been some call for North Carolina pine of late, and this lumber has been steadily and slowly called for in this city in small lots for the past week or so. A little Eastern spruce is selling in a quiet way at this time, and at old prices. There is little heard just now of trouble between lumbermen and workmen. All through Wisconsin we hear reports of forest fires. In the hardwood trade business has been a trifle more active. Some furniture men have been in the market, ready to snap at bargains when offered, and from reports we hear these bargains are easily secured when cash is presented as payment. There have been a number of shadings of poplar and quartered oak, and some dealers are holding off in anticipation of lower prices still later on. There is a weakness of prices going on in red oak. In all other woods the demand is quiet at this time. Boxmakers are in the market for some cottonwood. Organ and moulding factories have been buying right along, and we feel that the demand for fall and winter trade will be much greater than for some time past.

Do you want some second-hand cotton machinery? It is in good running order. See advertisement of Davol Mills, Fall River, Mass., on page 50, and write them for prices, terms, &c.

After being on the market 6 years,  
**The Acme Still Leads**  
In Durability, Efficiency and Fuel Economy



ROCHESTER MACHINE TOOL WORKS,  
Sole Builders. ROCHESTER, N. Y.  
Send for Illustrated Catalogue.

## THOS. J. SHRYOCK & CO.

WHOLESALE

Lumber and Commission Merchants,  
YELLOW PINE and HARDWOOD,  
Shryock's Wharf, Baltimore, Md.  
Correspondence Solicited.

## E. B. HUNTING & CO.

BALTIMORE, MD.

JACKSONVILLE and FERNANDINA, FLA.  
and SAVANNAH, GA.

WHOLESALE MERCHANTS  
AND MANUFACTURERS OF

## Yellow Pine Lumber

Buy for cash on cars at Mills and sell delivered to all points reached by rail or water. Write Baltimore Office.

## JESSE THOMPSON & CO.

## Georgia Pine Timber, RIFT FLOORING.

Delivered at any Point. Prices Quoted.  
AUGUSTA, GA.

## THE EDWIN BELL & SONS CO.

MANUFACTURERS OF

Nail Kegs, Flour and Fruit Barrel  
Stock, also HOOP MACHINERY.  
Write for prices on Hoops, Heading and Staves.  
Mills, Northwestern Ohio.  
Headquarters, YOUNGSTOWN, OHIO.

## PETER GERLACH & CO.

MANUFACTURERS OF



## ALLIGATOR CHISEL-BIT SAWS

THE CHAMPION

Stave, Heading and Shingle Machines.  
See Tools and Mill Supplies. CLEVELAND, O.

## Greer Machinery Co.

KNOXVILLE, TENN.

Wholesale Automatic, Corliss  
and Hoisting

## ENGINES.

Stationary and Portable

Engines and Boilers, Saw and Grist Mills,

WOODWORKING MACHINERY, &c.

## Glass Tube Cutter.



No. 1 cuts 5 inches, \$2.50 Discount  
No. 2 cuts 7 " 3.00 to Dealers.  
HUNT & CONNELL, LIMITED, SCRANTON, PA.

SEND FOR NEW PRICES

GEM WIRE

## Coat and Hat Hooks

PATENTED.



MANUFACTURED BY

VAN WAGONER & WILLIAMS CO.

82 Beekman St., New York.

Catalogue of Spring Hinges, Door Springs,  
Wire Coat and Hat Hooks, Blind Adjusters, &c.,  
on application.

## PORTABLE FORGES

For RIVET HEATING and General  
Light Blacksmithing.



The only Portable Forge with a bellows that gives an absolutely continuous blast and is easily worked. No legs to break, no gear wheels belts or bearings to get out of order. Always ready for use. No break-downs to cause delay when used out of shop. Requires no oiling.

## PITTSBURGH PORTABLE FORGE CO., Ltd.

Manufacturers of PORTABLE FORGES, IRON  
WHEELBARROWS, SHEET IRON WORK,  
and Blacksmithing of all kinds.

2520-2522 Smallman Street, PITTSBURGH, PA.

## W. J. CLARK & CO., Salem, O.

## Manufacturers of Elevating & Conveying Specialties

Sole Manufacturers of the "SALEM" ELEVATOR  
BUCKET, for Mill and Elevator work. Ear Corn,  
Corn and Cobs, Ores, Coal, Broken Stone, &c.  
Send 9 cents (stamps) for postage on Sample  
Salem Bucket and Illustrated Catalogue.

## JAMES H. CURRAN,

MANUFACTURERS OF

## Passenger and Freight Elevators, DUMB WAITERS.

Office & Works, 132 W. Second St., CINCINNATI, O  
Write for Circular.

## A. B. SEE

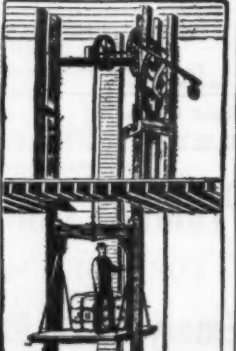
MANUFACTURING CO

## ELEVATORS.

116 to 120 Front St., BROOKLYN, N. Y.  
Send for Circular.

## Bates' Hand Elevators

Pat. April 18, 1891. Released July 25, 1896.  
OVER 6,000 IN USE.



Adapted for Warehouses, Stores, Factories,  
Hotels, Public Institutions and every place where  
merchandise, &c. is transferred from one story to  
another.

## JAMES BATES,

PATENTEE.

Nos. 1, 2 & 5 President Street, BALTIMORE.



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121 W. State St.

COLUMBUS, O.

Chicago Branch, 45 S. Canal St.

MANUFACTURERS OF

Detachable Chain Belting

DESIGNED FOR

## Elevators, Conveyers, Driving Belts

For Handling Barrels,  
Boxes, Bales, Grain,  
Coal, Ores, &c.

Illustrated Catalogue sent  
on application.  
Correspondence solicited.

## JOYCE, CRIDLAND & CO.

DAYTON, O.

MANUFACTURERS OF

J. O. Joyce's Patent Lever Jacks,  
Compound Lever

## SCREW JACKS,

AND BENCH VISES.

50 varieties of Lever and Screw  
Jacks for railroad use.  
Please send for illustrated catalogue.



Railway Companies,  
Furnace Builders,  
Boiler Makers,  
Machine Shops.

We manufacture all sizes  
and styles of

## Portable Forges.

HOLT MFG. CO.

Central & First Ave., Cleveland, O.

## Richmond Iron-Plate Co.

WEATHERPROOF, WATERPROOF and FIREPROOF.

Never Cracks, Blisters or Peels. Especially  
adapted for Tin, Zinc, Copper, Iron, Shingles  
and Board Roofs.



PAT'D SEPT. 30, 1878.

NO. 7, 797.

Damp and Imperfect Walls are also Rendered Dry  
by the use of this Paint and Cement.

N. T. PATE & CO., 1007 E. Cary St., Richmond, Va.

## THE GREAT IMPROVEMENT IN ROOFING.

We are now ready to supply the product of  
entirely new machinery and processes just  
completed by which we not only have greatly improved  
the strength and durability of our well-known  
ASBESTOS ROOFING, but have also secured a  
degree of uniformity never before attained in any  
similar fabric. We offer this as the PERFECTED  
form of the portable Roofing which we have man-  
ufactured with continued improvements during the  
past thirty years, and as the most desirable Roofing  
for general purposes.

The important features of our recent improve-  
ments, for which patents have been allowed in this  
country and in Europe, are described in our new cir-  
cular, which, with samples, will be sent free by mail.  
Our Asbestos Roofing is now in use upon Factor-  
ies, Foundries, Cotton Gins, Railroad Bridges, Cars,  
Steamboats, etc., in all parts of the world.  
It is supplied ready for use, in rolls of 200 square  
feet, and weighs with Asbestos Roof Coating, ready  
for shipment, about 85 pounds to 100 square feet.  
It is adapted for steep or flat roofs in all climates,  
and can be readily applied by unskilled workmen.  
There are inferior imitations of our Asbestos  
Roofing, purchasers are cautioned.

Samples and Descriptive Price List free by mail.

## H. W. JOHNS MANUFACTURING COMPANY,

SOLE MANUFACTURERS OF

H. W. Johns' Liquid Paints,  
Fire-Proof Paints, Building Felt,  
Steam-Pipe and Boiler Coverings,  
Asbestos Steam Packings, Gaskets, etc.  
Vulcanized Moulded Rings, Washers, etc.

87 MAIDEN LANE NEW YORK.

## Troy Laundry Machinery Co.

(LIMITED.)

FACTORIES: 648 and 650 Fulton Street, Troy.

395 to 401 Fifth Avenue, Chicago.

SALESROOMS: 15 Warren Street, New York.

31 & 33 Mission St., San Francisco.



Our Line of LAUNDRY MACHINERY has  
all the LATEST IMPROVEMENTS and is the  
BEST FOR LAUNDRING all kinds of goods.  
Send for Catalogue K.



## The Financial Situation and the Market.

The chief feature of the situation this week, a most important one, was the decline in sterling exchange. The decline was brought about by the free offering of commercial bills predicated upon large grain shipments. The exportation of wheat has hardly commenced, but even in its incipency it is sufficiently large to show what it will be when the great flood of grain shall tax the capacity of the railroads and steamship lines. Baltimore has sent out over 1,000,000 bushels of wheat this week, and will, from this time out, receive and ship grain in unprecedented quantities. The same may be said of every other seaboard city which competes for the grain trade. These enormous exports must produce a great quantity of sterling exchange, and will give us a large credit balance on the other sides, which balance Europe must liquidate in goods, securities or gold. All indications point to large importations of gold, as our foreign imports are decreasing and the supply of available American securities, except such as are permanently held, is well-nigh exhausted.

The situation appears to us most encouraging, and were it not for the distrust which is engendered by the agitation of free silver, we should feel confident that this country is about starting upon a season of prosperity such as has not been enjoyed since the great wealth-producing years of 1879-'80. As it is, we feel very hopeful, and cannot believe that the American people will throw away a golden opportunity by adopting a financial policy condemned by the most enlightened, progressive and prosperous nations of the world. America, in its history, never had such promising prospects for commercial and financial prosperity as at present. Values, through a long period of liquidation, have been reduced to a minimum. Speculative and fictitious values have disappeared, and that which remains is established upon a sure and firm foundation. The depreciation which has taken place has been withstood in so remarkable a manner and with so little disaster as to excite the admiration and surprise of other nations, and America stands to-day an example of unprecedented financial strength.

No other country on the face of the globe can show such results. Last year (July, 1901) a deficiency in crops, great commercial depression, a returned flood of speculative securities, the withdrawal of foreign capital and increase of \$55,000,000 in imports caused largely by a change in the tariff laws, foreign bankruptcies and great financial depression in Europe, and finally the exportation of over \$72,000,000 of gold. And how did America stand the ordeal? Did our exports fall off? No, they increased. Did our railroads show decreased earnings? Not at all, they increased. Was there any panic and great financial and commercial disaster? Has money been excessively scarce, or rates, except temporarily last winter, high? Have the banks refused to discount for their customers, and has there been any difficulty in obtaining money in any legitimate branch of trade? If any of these things have happened we have failed to observe them. On the contrary, and notwithstanding these unfavorable circumstances, our people are fairly prosperous, our transportation lines have had an increased traffic and augmented earnings, and, above all, we have paid our debts. Here, then, we stand on bed rock, with such crops in hand as were never before produced, and with an unusual demand that cannot fail to produce commercial activity and material wealth.

All that we want is confidence. Take our word for it. Confidence is worth more than any amount of free silver dollars—Hambleton & Co.'s Weekly Letter.

## TRADE NOTES.

PRICE-LIST No. 8 has been issued by the Phosphor-Bronze Smelting Co., Limited, of 512 Arch street, Philadelphia, Pa. It will be mailed upon application.

THE Nordyke & Marmon Co., of Indianapolis, Ind., report the following new business: Contract for a mill of 50 barrel capacity, which is being pushed rapidly to completion at Pepin, Wis.; a complete 30-barrel flouring mill at Chula, Mo.; complete machinery for a flouring mill to have an easy capacity of 40 barrels per day, to Kingfisher, Oklahoma Territory, for C. W. Addison; plans and machinery complete for Walters & Struthers' elevator at South West, Mo.; a complete flour mill to be erected at Ramsey, Ind.; a 30 barrel mill will be built at Whitacre, Va., by the G. M. Milling Co.; E. Reichman, of Fort Jones, Cal., a complete flouring mill of 75 barrels capacity; 75 barrel mill, Union, Ore.; the Lyons Milling & Elevator Co.'s 60 barrel mill at Lyons, Ind.; contract for a complete 50-barrel roller mill for Hockenberger & Baker Bros., Union Hill, N. Y.; the 30 barrel roller mill for Davis & Rhodes, at Hamilton, Ky.; a complete roller mill of 100 barrels capacity, to be erected at Walhalla, North Dakota, by John F. Mager.

## Veneering & Handle Machinery.

**The I. E. MERRIT MACHINERY CO.**

MANUFACTURERS OF

### Woodworking Machinery

Veneer, Fruit Package and Cheese Box Factories, Handle, Spoke, Hoop and Turning Factories, Heading, Stave and Shingle Mills.

56, 58 & 60 Market St.  
LOCKPORT, N. Y.

## WOOD-WORKING MACHINERY

TO FULLY EQUIP

Planing-Mills, Sash, Door, Blind and Furniture Factories.

SHAFTING, HANGERS and PULLEYS

—ALSO—

**BARREL MACHINERY**

(50 Varieties.)

—MANUFACTURED BY—

**H. & B. HOLMES.**

72 Chicago St., BUFFALO, N. Y.

## GREAVES & KLUSMAN

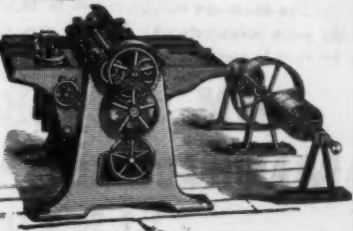
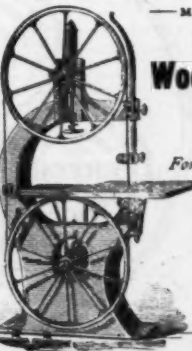
180 & 182 W. Second St., Cincinnati, Ohio.

—MANUFACTURERS OF—

### IMPROVED Woodworking Machinery.

For Planing Mills, Furniture and Chair Factories, Sash, Door and Blind, Wagon and Carriage and General Wood Workers.

Write for Prices.  
It Will Pay You  
36-in. Band Saw.



## IMPORTANT NOTICE.

THE NORTH AMERICAN METALINE CO. of New York City, sole manufacturers of the Metalized or Oilless Bearing for Loose Pulleys, &c., having erected a commodious factory building on West Avenue, cor. West Third Street, Long Island City, N. Y., have removed thereto their main office and factory. Send for Loose Pulley Circular No. 5.

**REYNOLDS BROS.**  
HAND CUT  
**FILES**  
COLUMBUS, O. SEND FOR PRICE LIST

**\$60 5-TON**  
JONES  
Iron Levers, Steel Bearings, Brass TARE BEAM-JONES, HE SAYS THE PULLER.  
Held on trial. Warranted 5 years. All sizes on hand. For free book, address  
**JONES OF BINGHAMTON,**  
BINGHAMTON, N. Y.

**WANTED, 100,000**  
MORE FARMERS  
TO USE THE BEST  
AND MOST COMPLETE  
FANNING MILL  
IN THE WORLD.  
LOW PRICES  
SHIPPED ON APPROVAL  
SEND FOR CATALOGUE  
TO  
FRANKS & SIBLEY, CHICAGO

## FOR THE BEST MILL

FOR GRINDING AND DISINTEGRATING

**Phosphates, Clays,**

MINERAL AND ALL OTHER MATERIALS

CONSTRUCTION WITH

Stedman's Foundry & Mach. Wks., Aurora, Ind.

**Power Punches**  
—AND—  
**Shears Combined.**  
Double Power Punch  
Double Power Shears.  
**G. D. COLTON & CO.**  
GALESBURG, ILL.

LOOK HERE.—Capacity of the Maud S. and Buckeye Steam-Power Feed Mills 15 to 60 bushels chop per hour.

—THE—  
**Maud S.**  
AND  
**Buckeye**  
Steam-Power Feed Mills

These mills will grind more grain of corn and cob, shell corn, barley, oats, and shell corn and oats mixed than any other mill in the market for the amount of power used. Capacity, based on actual tests, guaranteed.  
Shell corn, 35 to 40 bushels chop per hour.  
Corn and oats, 30 to 40 " " "  
Corn and cob, 15 to 35 " " "  
Oats and other small grain the amount depends on the condition and fineness of chop. On damp grain the amount will be some less. Many of our customers that are using our mill have ground 60 bushels chop per hour. We make the old style sweep mills, capacity 8 to 12 bushels per hour. Write for prices to **UNION FOUNDRY & MACHINE WORKS, Mansfield, Ohio.**

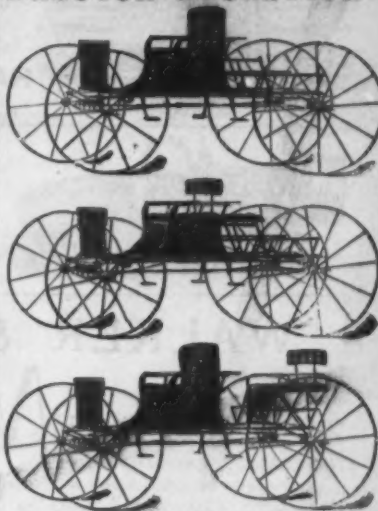


"IMPROVEMENT THE ORDER OF THE AGE"  
For 15 years all users of typewriters have felt the necessity of their being improved. You will find in the SMITH PREMIER TYPEWRITER the latest and best. All the essential features greatly perfected and important improvements. The best inventive talent and mechanical skill have been employed to produce a machine of greater Durability, Excellence of Design and Special Features. We claim, and inspection and trial prove it, the Most Durable in Alignment, Smoothest Running and Most Silent. All type claimed in 10 seconds without setting hands. Send for catalogue. **THE SMITH PREMIER TYPEWRITER CO., SYRACUSE, N. Y., U. S. A.**

## THE BRIDESBURG MACHINE WORKS

TEXTILE MACHINE MAKERS.  
Worsted Machinery, Wool Machinery, Cotton Machinery, Built to Order.  
HIGH GRADE—WILLIAM F. McGILL,  
WORK ONLY. Bridesburg, Philad., Pa.  
Repairs for Bridesburg Machinery furnished promptly.

## Babcock Buckboard



## THREE CARRIAGES IN ONE.

Ask your dealer for our work or write to  
**H. H. BABCOCK CO., Watertown, N. Y.**  
Also 406-412 Broome St., New York City.



CASH CAPITAL, \$1,000,000.

Employers' and Public  
**LIABILITY.**

Boiler Inspection  
AND  
**INSURANCE.**

Less Power.  
Less Expense.

Better Results Obtained by Using the  
Belden Improved

**U P R I G H T**  
**H A M M E R**  
**BELDEN MACHINE CO., New Haven, Conn.**



## THE LONG & ALLSTATTER CO. HAMILTON, OHIO.



Double, Single, Angle-Bar, Gang, Horizontal, Twin, Boiler, Spacing, Gate, Multiple, BELT and STEAM-DRIVEN

Punch & Shears.

Over 300 Sizes.

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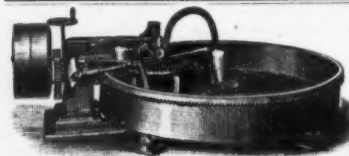
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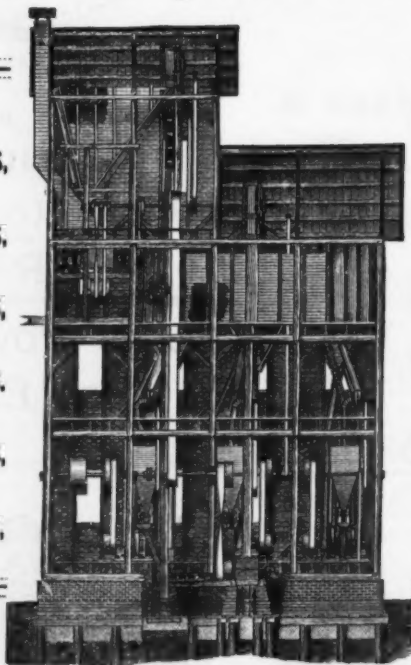
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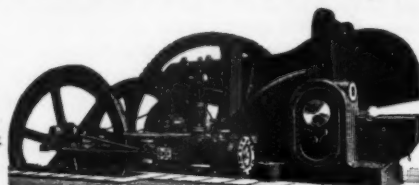
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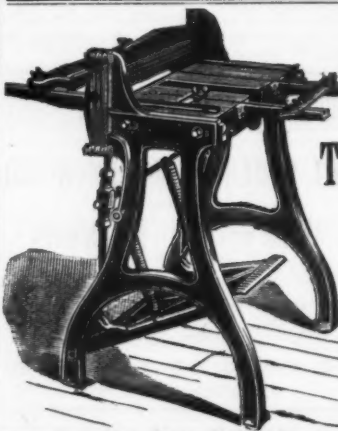
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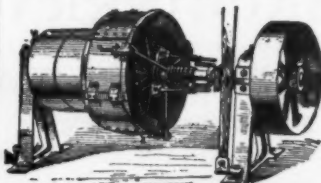
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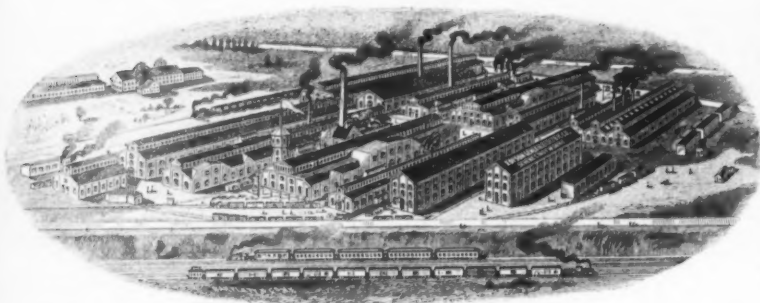
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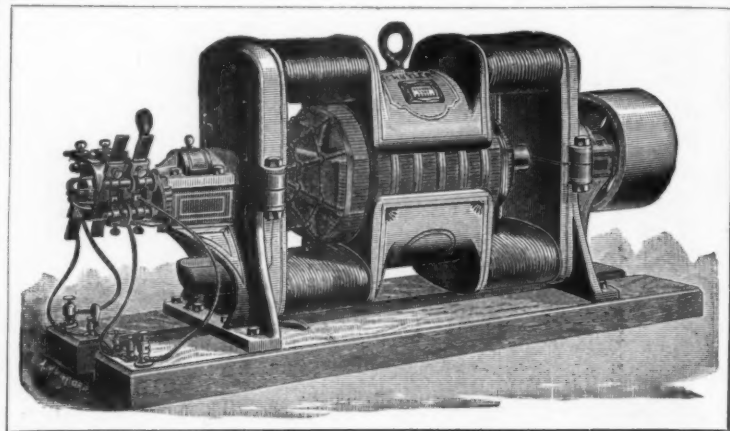
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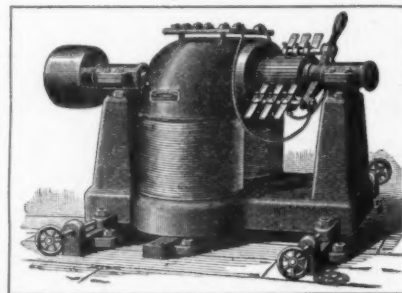
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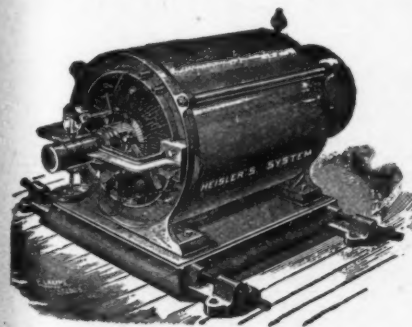
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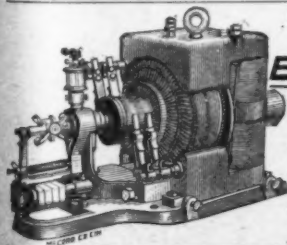
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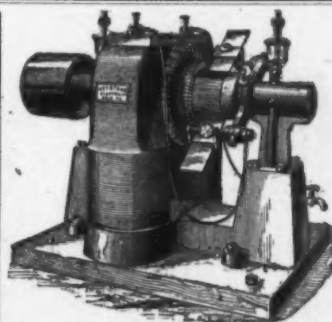
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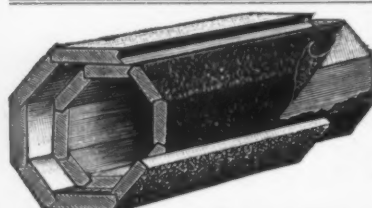
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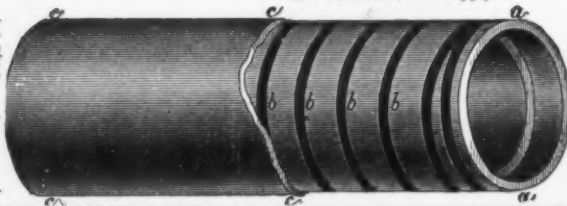
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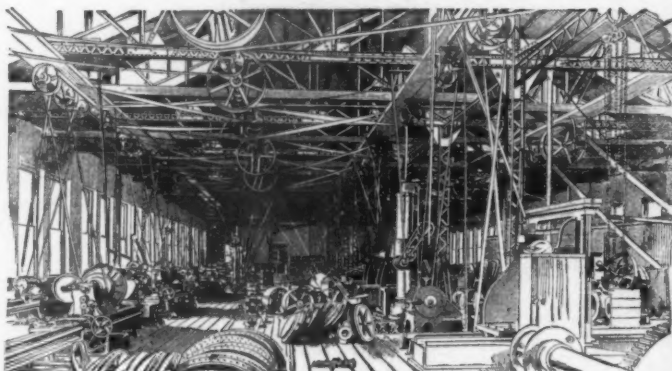
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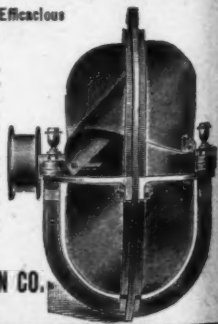
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